

# THE Hongkong Weekly Press

## AND China Overland Trade Report.

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### BIRTHS.

At Wirreanda, Amoy, on the 16th July, the wife of G. GRAY DONALD, Imperial Maritime Customs, of a daughter.

On the 21st July, at Shamoen, Canton, the wife of J. C. A. HOLZ, I. M. Customs, of a daughter.

At Amoy, on the 24th July, the wife of F. W. STAPLETON, of a son.

On the 25th July, 1898, at the *Daily Press* Office, Hongkong, the wife of KAVASJI EDULJI VAID, of a son.

### DEATH.

At the General Hospital, Shanghai, on the 20th July, 1898, ANN TWIGG, widow of Paul O'Brien TWIGG, aged 70 years.

### ARRIVALS OF MAILS.

The German mail of the 27th June arrived, per N. D. L. steamer *Prinz Heinrich*, on the 6th July (29 days).

### EPITOME OF THE WEEK.

The *China Gazette* understands that Sheng Taotai is negotiating for the sale of the Hanyang Ironworks to a local British firm.

Director Nottmeyer and a party of eight gentlemen, deputed by the German Government, are passengers by the N. D. L. steamer *Prinz Heinrich*, en route for Kiaohau to prospect for coal.

The Viceroy and Governor of Kwangtung have forwarded a joint memorial to the Tsungli Yamen reporting the suppression of the Kwangsi Rebellion. The towns occupied by the rebels have been recaptured by the Imperial troops.

In connection with the recent riots at Shanghai the *Union* says some evilly disposed natives proposed to the bakers to poison the bread.

The Northern Pacific Company's steamer *Arizona* has been sold at Tacoma. It is reported that she has been purchased for the United States Government.

Count D. Ursel, Belgian Minister to China, arrived at Shanghai on the 19th July, from Peking, having successfully concluded the Treaty between the Congo Free State and China.—*China Gazette*.

The Bank authorising the increased issue of Bank notes by the Hongkong and Shanghai Bank passed through all its stages at the meeting of the Hongkong Legislative Council on the 25th July.

The Laon Kung Mow Cotton Spinning and Weaving Company, Limited, are paying an interim dividend of four per cent., and it is stated that the profit and loss account shows an amount of Tls. 30,000 carried forward.

We are glad to hear that the Pritchard-Morgan Syndicate is in a fair way to get a valuable concession in Korea, a country which has been hitherto too much neglected by British merchants and adventurers—to use the word in its old sense of discoverers, exploiters, and colonisers.—*N. C. Daily News*.

The *China Gazette* says:—It is regarded as extremely likely that the riots on Frenchtown will be made the occasion for our neighbours on that side procuring a large extension of their present boundaries. The Lungwa Pagoda is spoken of as the likely limit in one direction and the Observatory at Sicawei as the furthest western point.

There is, of course, a fierce struggle going on among the diplomatic representatives in Peking to prevent China entrusting the reorganization of her fleet to Great Britain; but we believe negotiations in this direction are progressing more satisfactorily than those in connection with the army organization.—*Peking and Tientsin Times*.

The Tientsin correspondent of the *Mercury* writes:—Mr. G. Detring called on the Viceroy and presented his credentials from the German Foreign Office. He is appointed to represent Germany and Austria in financial matters, etc., in connection with China. He is staying in the Liu Hsi Mining Director's house, which has been handed over to him by the Viceroy.

The Hankow branch store of Messrs. A. S. Watson & Co., Limited, has been totally destroyed by fire. There are no other drug stores between Shanghai and Hankow, and supplies were telegraphed for to Shanghai immediately, but owing to the coolie strike some delay occurred in their despatch. We understand the premises were rented by Messrs. A. S. Watson & Co. and that the stock was insured to the extent of Tls. 22,000.

At the inquest held at Yokohama on the 13th inst., on the body of Mr. H. Tennant, editor of the *Japan Gazette*, the following verdict was returned:—"We find that Henry Tennant came by his death by a bullet from a revolver discharged by his own hand whilst in a state of temporary insanity, due to inflammation of the coverings of the brain, from which he had been suffering for some time, on the 11th July, 1898, at No. 133, Bluff, Yokohama.

We learn that a large woollen goods factory is shortly to be established in Tientsin, and if carried out it will be the first of the kind in China. The object is to utilize the wool of North China for the production of blankets and other coarser grades of woollen cloth, and we see no reason why such a scheme should not answer. The plant will be imported from America, and the motive power, etc., be electricity. The necessary permission has been gained, and the papers have been signed and sealed.—*Peking and Tientsin Times*

The *N. C. Daily News* of the 23rd July says:—All signs of disturbance in the French Concession have entirely disappeared and we learn that a settlement will speedily be accomplished, if indeed one has not already been made. The terms of the understanding are not yet made public, but there can be little doubt that both parties will agree to give and take. Consular deliberations have been taking place during the last two days in which the representatives of the English and American Governments have taken part and this doubtless expedited an arrangement.

H.M.S. *Humber* left Hongkong on 26th July with stores and ammunition for Weihaiwei. She takes two new sets of moorings for torpedo boat destroyers, two new sets of moorings for lighters, and buoys for marking the channel. Two destroyers are to be stationed permanently at Weihaiwei and two at Hongkong. H.M.S. *Powerful* is expected at Hongkong in about a fortnight from the North. H.M.S. *Blenheim* left England on the 9th July with a new crew for the *Barfleur* and will return at once with the *Barfleur's* present crew. Captain Frederick Fisher, of the *Blenheim*, is to be transferred to the *Grafton*. The *Barfleur* will be the flagship of Rear-Admiral Fitzgerald.

In its account of the recent disturbances at Shanghai the *China Gazette* says:—During the riot near the West Gate a shocking instance of the depravity of the rabble was afforded to horrified foreign spectators. A poor old China-woman tried to make her way from the city through the mob, and in full sight of the Europeans three or four ruffians seized her, two holding her while in the twinkling of an eye the third desperado lopped off her hand with a short sword and pulled off her gold bracelet from the bleeding and maimed stump of her arm. What became of the poor victim of this ghastly piece of barbarity we know not, but her severed hand was afterwards seen lying trampled upon and grimed with dust where it had fallen.

In the *Times* map of the Kowloon extension, a reprint of which is published with this issue of the *Hongkong Weekly Press*, the northern boundary is indicated by a straight line. According to the *London and China Express*, however, the line after passing through the centre of Deep Bay follows the Samtsun River to its source in the hills and thence runs due east until it abuts on Mirs Bay. If this description of the boundary is correct there will be a bend in the line, the Samtsun River running into Deep Bay in a south-westerly direction. The town of Samtsun, or Shamohun, is on the right, or northern side of the river, and will therefore remain in Chinese territory, but it will be brought into direct communication with Hongkong.



### THE OPENING OF HUNAN.

What ground there may be for the report, published by a Shanghai contemporary (the *Gazette*) to the effect that Great Britain has demanded the opening of the ports of Changsha, Siangtan, and Chengteh to foreign trade we are unable to say. We understood, however, that Siangtan was among the river ports which Sir CLAUDE MACDONALD had already stipulated should be opened to foreign trade and navigation. The statement now is that the above named ports are to be opened in reparation for the riots at Shasi. The Viceroy CHANG CHIH-TUNG is reported to have communicated the demand to the Governor of Hunan, who is now (along with his officials and the notables of this notable province) considering the matter. We can only hope that, if the demand has been made, the British Minister will stick to it at all costs, even if the province has to be opened *vi et armis*. The demand was made once before, in 1890-91, and weakly abandoned because the Hunan people objected to the incursion of foreigners on their sacred soil! It is more than time that such fatal and imbecile complaisance should be dropped by the British Foreign Office. It was well known at that time that the flood of obscene and slanderous literature poured into all the towns and cities of the Yangtze Valley to poison the minds of the people and stir them up to incendiarism, outrage, riot, and murder was printed by the presses of Changsha and composed by the very officials and gentry who so clamorously protested against the admission of the foreigner. Had the then British Foreign Minister been well advised he would have insisted upon this nest of anti-foreign feeling being thrown open to foreign intercourse as the fittest punishment for the massacres and outrages for which it had been mainly responsible. Even as a matter of policy the Chinese Government should be only too glad to concede this point, however distasteful it might at first seem to the Hunanese, since greater familiarity with foreigners would soon cure these provincials of their grotesque antipathy and ignorant ideas with regard to Europeans. Moreover, it is, even to the dull witted ministers of the Tsung-li Yamen, palpably to the interest of China for her to secure as many points of contact with foreigners as possible, and to have foreign interests grow up in all her ports. This, quite apart from the increase in revenue to be expected to the Imperial Treasury from the extension of the Imperial Maritime Customs to ports now yielding nothing to that great service. On every ground, really, the Peking Government have reason to most willingly concede a demand which would jump with their own interests so plainly.

It is possible that a good deal of opposition may be offered in Hunan; but this can be readily overcome by the Imperial Government removing the Governor, appointing a stranger, and sending the vessels of the Nanyang Squadron to enforce his decrees. Should the Hunanese be so ill advised as to resist, then a little salutary chastisement would not come amiss, and these proud stomachached people could be taught once for all that they would not be allowed to dictate to Peking, and must do as they were told. If once the crust of ignorance and prejudice could be stripped from them, the Hunanese would probably be found not only reasonable, but far more reliable than most of the Chinese races. They are certainly more courageous, and they have shown more patriotism than the average Celestial. The ranks of officialdom have

been largely recruited from this province, and great numbers of retired officials live there enjoying the *otium cum dignitate* earned by a lengthened service in various parts of the empire. Needless to say many of them have been adepts in the art of shaking the pagoda tree, but on the other hand some bright examples of ability and that rectitude that is so rare in China have been furnished by Hunanese. With Hunan opened up to intercourse with foreigners, a good deal of progress might be anticipated in the province, which would be, probably, as quick to embrace improvements when once brought into contact with them as it is now eager to resist their introduction. One great agent for accomplishing this result would be a trunk railway from Canton to Wuchang, which would further help to bring this interesting and little known province into touch with the outside world.

### NATIVE JURISDICTION AT KOW-LOON AND WEIHAWEI.

Whatever may have been the reason for the retention of Chinese jurisdiction at Kowloon city it would appear to be connected with some general line of policy, for the same course has been adopted at Weihaiwei. Referring to the last named concession the local correspondent of the *N. C. Daily News* says the official towns, including Weihaiwei proper, are excluded from British jurisdiction. The correspondent adds:—"This is a new departure in taking possession of a district and it remains to be seen how it will work. It will allow Chinese officials as usual to continue their government or mis-government of the natives as formerly. It will be a solution of a serious problem if it only answers satisfactorily." We do not see how such an arrangement can possibly answer satisfactorily, assuming the native jurisdiction to be anything more than nominal. If the arrangement has been arrived at with a view of allowing China to remain in possession of the revenues she has hitherto drawn from the ceded territory, better far would it have been to pay her a lump sum down for the surrender of her rights in that respect; and there can be little doubt China would have been glad to accept the money. It is possible, however, that the so-called Chinese jurisdiction may turn out to be merely nominal, being exercised through British officers under British control, somewhat on the model of the Residential system in the Malay States. This, although far from satisfactory, would be a redeeming feature in the case. The secrecy that is being observed in regard to the Kowloon Convention suggests that the arrangements already arrived at are not final and may be modified. That being so it is to be hoped that the establishment of British jurisdiction without qualification or reservation of any kind whatsoever may be brought about, but if in the pursuit of some line of policy with the nature and objects of which we are unacquainted that course should be deemed impracticable or undesirable we may at least hope that the native jurisdiction will be exercised under British advice and control and in conformity with the principles of British justice and the policy of the Hongkong Government. But nothing short of the complete elimination of native jurisdiction can be deemed entirely or even measurably satisfactory.

The formation of a corps of "12-Bore Irregulars" is being promoted at Shanghai by Mr. A. P. Stokes. Persons accustomed to handle a shot gun are invited to join.

### THE U. S. VICE-CONSULAR APPOINTMENT AT CANTON.

The appointment of a merchant as Vice-Consul for the United States at Canton has caused considerable discontent amongst foreign firms doing business with the United States. A protest has been signed, not only by German firms, but also by six British firms, and we hear it was with the latter that the protest originated. There seems good reason for objecting to the appointment, for the invoices of all the firms exporting to the United States are necessarily open to the Vice-Consul, and if the latter is himself a merchant engaged in the same business it gives him an advantage over his competitors. There is, we understand, no personal feeling in the matter, the gentleman appointed being held in general respect, nor does international rivalry enter into the question at all. The protesters simply object to having the details of their business exposed to the inspection of one of their competitors. Consul BEDLOE and the Washington Government will doubtless recognise the objection as reasonable.

There is another ground upon which objection might be taken to the appointment of Mr. WILLIAMS, though it is not one with which the foreign community of Canton is in any way immediately concerned. We refer to the undesirability on general grounds of appointing merchants to Consular office in China. The Chinese Government has a well-founded objection to such appointments, and in some of the later treaties has expressly provided against them. In the Portuguese treaty it is provided that "The Consuls must be officials of the Portuguese Government and not merchants," and in the Peruvian treaty there is the following provision:—"It is further agreed that the appointment of the said Consular Officers shall not be made in merchants residing in the locality." The Powers generally, although not expressly bound by treaty in the matter, have for many years past respected China's feelings in this respect, and have also consulted their own interests, by appointing only official Consuls. In the earlier days of foreign intercourse merchant Consuls were appointed by several Powers, but the system was abandoned, and it would be inadvisable for the United States to reintroduce it now. The Chinese objection to merchant Consuls may rest primarily on pride—the disinclination of the native officials to hold communication with a foreigner engaged in trade—but beyond that there is the knowledge that Chinese traders would in various ways attempt to "work the oracle" if they had the opportunity of doing mercantile business with Consuls or Consular officers. The Chinese clients of the merchant Consul would endeavour to make use of him for their own ends in ways analogous to those by which persons who profess the Christian religion for interested motives endeavour to make use of the missionaries, an endeavour in which they sometimes succeed without so much as exciting the missionaries' suspicion.

Renter seems to have been giving free play to his imagination in connection with the Kwangsi Rebellion. A telegram of the 13th June reads as follows:—"The Prefect of Wuchow reports that fifteen hundred Imperial Chinese troops were killed in the engagement with the rebels, and he must surrender unless reinforcements reach him by Friday. The rebels are now within thirty miles of Wuchow." The losses of the Imperial troops, we understand, have been insignificant throughout the whole of the brief campaign.



### MR. PARRY ON THE CANTON-KOWLOON RAILWAY AND THE SQUARING OF OFFICIALS.

Mr. FRANCIS PARRY, who was a member of the Legislative Council of Hongkong in 1867-68, at the time that he was the resident partner of the firm of BIRLEY & Co., writes to the *Times* advocating that the Kwangtung Government should be brought over to the Kowloon-Canton railway scheme by the allotment of a number of shares. The favour of LI HUNG-CHANG to the French and Belgian projects was, he says, "not gained by pressure, rather by the 'conciliatory method of inducements held out—a system of leading, not driving, 'making it worth while to put forward 'the propositions of the iron-masters, and 'enabling him to enlist the services of 'other Chinese officials. The mandarin of 'high degree, when asked to promote an 'idea likely to be lucrative, says now, as 'would a Congress man, 'Where am I in 'it?' The days of patriotic opposition being 'past, the seductive dollar is more potent 'than the sword in China. Shortly, proposed 'lines of route will be traced out from 'Kowloon, and in projecting them what 'irregularity would there be in offering 'shares to the local Government of Kwangtung, if done openly?' Certainly there would be no irregularity in such an arrangement, but, as shown by Mr. PARRY in the earlier part of the above extract, what the mandarin wants is not shares for the Government, but a secret commission for himself, and a very handsome one too. Shares given openly to the Government would not benefit the mandarin individually and consequently would not exercise the power of the "seductive dollar," which has recently been so ably and unscrupulously used in certain quarters in the North. Great Britain by declining to resort to such devious methods in her diplomatic contests has had to face difficulties that have been conveniently smoothed away for others; whether in the long run honesty will prove to have been the best policy remains to be seen. As regards the Canton and Kowloon Railway project, however, though bribery might possibly make the negotiations run more smoothly, we believe the end can be very well attained without it, the Imperial Government having recognised the expediency of the scheme, which we think will be found mentioned in some form or other in the recently signed Kowloon Convention, when that document, at present so strictly guarded from non-official inspection, comes to be published. When the scheme is fairly launched the Kwangtung Government may want a proprietary share in the line, which would not be unreasonable if the terms were equitable. There is a wide difference, however, between making terms with the Government and giving backsheesh to individual mandarins, and it is rather surprising to find Mr. PARRY confusing the two things.

### APPROACHING END OF THE WAR.

Spain having formally sued for peace, the end of the Hispano-American war may be regarded as almost in sight. There is of course a possibility of the negotiations breaking down, but that is scarcely probable, for Spain evidently feels her resources exhausted, while on the other hand the United States will not be inclined to impose severe terms, beyond the liberation of Cuba and an arrangement with regard to the Philippines. If America should be unwilling herself to assume the responsibility of

governing the latter the final disposition of the islands will be rather a delicate question for President McKinley to solve. Having espoused the cause of the insurgents and entered into an alliance with them the Washington Government cannot unceremoniously throw them over. AGUINALDO, the insurgent leader, aims at the establishment of an independent republic, but, apart from the question of whether the natives are capable of self-government, there seems but little probability of the Powers in general according their recognition to such a republic, unless America formally extended her protection to it, and that would involve the exercise of an active control, for there is no saying what the natives might do or in what disputes with other Powers they might become involved if left to their own devices. Even if the islands be handed back to Spain, however, great changes must of necessity take place. The rule of the friars is a thing of the past which can never be restored, and large and sweeping reforms in the civil administration will have to be conceded, which will lead to the gradual opening up of the country and the development of its magnificent resources. But the aspirations of the natives for political independence will remain a factor to be reckoned with, and the country will remain liable to distraction from time to time by civil strife. The United States could probably establish order on a firm and lasting basis, but the experience of Spanish rule in the past affords little hope of Spain's being able to do so.

### SPAIN AND THE COST OF FOREIGN INTERVENTION.

The Madrid *Imparcial* publishes a long article in support of the view lately expressed by Señor ROMERO ROBLEDÓ in the Chamber, that when the moment for making peace arrives Spain ought to make proposals to the United States directly and avoid using the good offices of the neutral Powers, who would make her pay dearly for any services rendered. Possibly Señor ROMERO ROBLEDÓ and the *Imparcial* have taken note of the heavy price China has had to pay for the so-called good offices of certain of the Powers in the settlement of terms with Japan after the war with that country. The intervening Powers, in the improbable event of their succeeding in depriving the United States of the fruits of victory, would in the long run probably present to Spain a far bigger bill for the consideration due to themselves for their good offices. Spain will undoubtedly be able to make better terms for herself by dealing direct with the United States, and the sooner she opens negotiations the better will it be for her own interests.

### THE OPENING OF SIBERIA AND ITS EFFECTS ON HONGKONG.

The *Board of Trade Journal* for June reproduces from the *Manufacturer* an article on the opening up of Siberia. The same number of the *Journal* also reproduces from the *Iron Age* an article on German trade methods in Russia, in which we are told that "the net of German representation covers the whole of Russia and is 'already extending over some parts of 'Siberia. The German foothold on the 'Pacific is already a very strong one, and 'there are many German firms in Vladivostok who have their own steamers running on the Amoor." This passage conveys perhaps an exaggerated idea of the extent of German enterprise in Siberia, but

such as it is there is no doubt it is considerably in advance of British enterprise in the same field. Yet the field is an exceedingly promising one. For many coming years, says the *Manufacturer*, Siberia will offer an immense outlet for all kinds of machinery; special attention should be paid to mining machinery and agricultural machinery and implements. The country also offers a market for wood-working and match-making machinery, flour-mill and brick machinery, paper machinery and brewer's and sugar machinery. Hardware, tools, cutlery, and fire-arms would also find a ready market. The Siberian Railway is now completed and in operation as far as Irkutsk, on the Baikal Sea, to the west, and Vladivostok to Khabarovka, on the eastern portion. Goods could find their way into Siberia from both sides, from Vladivostok as well as from the European border.

The principal barrier to the development of Siberia has hitherto been the absence of regular communication. When this barrier is removed by the completion of the railway vast tracts of now barren country will be laid under cultivation, mines of all descriptions will be opened, and numerous prosperous settlements and towns will spring into existence which will afford a market not only for the description of goods more particularly referred to by the *Manufacturer*, but also for articles of daily consumption and of luxury. In the supply of those articles, so far as the eastern portion of Siberia is concerned, Hongkong ought to occupy a prominent position. With the populating of Siberia a considerable interchange of commodities will spring up between that country and the tropical and sub-tropical regions of which Hongkong is the natural outlet, which will not only contribute to our commercial prosperity, but will also add to the comfort of life in the tropics by giving us a cheap and ample supply of various articles of consumption produced in temperate climates. In another respect also the Siberian Railway, when linked with the projected Chinese Railways, will effect an important change in local conditions, inasmuch as it will give us a daily mail, the weekly mail day becoming a thing of the past. It does not require much thought to realise how great a revolution that means. The whole of Shanghai was up in arms the other day in consequence of a change in the departure of the mail which it was thought would materially interfere with old established arrangements, and in Hongkong the same question has from time to time formed the subject of anxious discussion. The Siberian Railway will solve all difficulties of that kind for us, will bring us our letters and newspapers regularly day by day, and will allow us to be governed as to our time of writing by inclination or the requirements of business instead of by the inexorable exigencies of the weekly mail service by steam-packet.

A Washington despatch of the 8th June says:—A United States post office may be established at Cavite, which will have the distinction of being the most remote of the post offices of this Government. This proposition grows out of the condition described by Consul General Wildman at Hongkong in a despatch sent to-day to the State Department. He reports that the mail matter intended for the officers and men of the Asiatic fleet has become too voluminous for him to handle, and at his suggestion a postal clerk will be designated for duty at the Hongkong Consulate. The post office address of the ships under Dewey is still Yokohama, whence all mail matter is sent to Hongkong to be called for by a despatch boat sent by Admiral Dewey at convenient periods.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held in the Council Chamber on 25th July. Present:—

His EXCELLENCY the ACTING GOVERNOR, Major-General BLACK, C.B. (Officer Commanding the Forces).

Hon. T. SERCOMBE SMITH (Acting Colonial Secretary).

Hon. W. M. GOODMAN (Attorney-General).

Hon. A. M. THOMSON (Acting Colonial Treasurer).

Hon. R. MURRAY RUMSEY (Harbour Master).

Hon. R. D. ORMSBY (Director of Public Works).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. C. P. CHATER, C.M.G.

Hon. Ho KAI.

Hon. T. H. WHITEHEAD.

Hon. E. R. BELLIOS, C.M.G.

Hon. J. J. BELL-IRVING.

Hon. WEI A YUK.

Mr. J. G. T. BUCKLE (Clerk of Councils).

### MINUTES.

The minutes of the previous meeting were read and confirmed.

VICTORIA JUBILEE ROAD, HOSPITAL FOR WOMEN AND CHILDREN, AND NURSES' TRAINING INSTITUTE.

The Hon. T. H. WHITEHEAD gave notice of the following question:—Will the Government inform the Council what progress has been made with these works decided upon more than twelve months ago and which were intended to commemorate permanently the completion of the 60th year's reign of Her Majesty Queen Victoria, also state how the Jubilee Fund is invested and what rate of interest it is earning?

### FACTORY ACTS.

The Hon. T. H. WHITEHEAD gave notice of the following question:—In view of the construction in the colony of sundry factories under Chinese and European management is it the intention of the Government to enact any portion of the Home Acts respecting female and juvenile labour.

### PAPERS.

The ACTING COLONIAL SECRETARY laid on the table several papers.

### FINANCIAL MINUTES.

The ACTING COLONIAL SECRETARY—I have the honour to lay on the table Finance minutes 2, 3, 4, 5, 6, 7, 8, and to move that they be referred to the Finance Committee.

The ACTING COLONIAL TREASURER—I beg leave to second.

Carried.

THE RECREATION GROUND AT CAUSEWAY BAY.

Hon. T. H. WHITEHEAD—I have great pleasure in rising to move the resolution which stands in my name. A considerable time before Your Excellency took up the reins of government the movement for the reservation of Causeway Bay for the purposes of general recreation received your cordial and hearty approval. In support of the motion I will, with Your Excellency's permission, read the memorial on the subject to our former Governor. The petition was signed by practically the whole community and was sent in to the Government before Sir William Robinson left Hongkong in the beginning of the year.

"To His Excellency Sir William Robinson, G.C.M.G., Governor and Commander-in-Chief of the Colony of Hongkong and Vice-Admiral.

The Memorial and Petition of the undersigned Residents of Hongkong.

"Respectfully sheweth:—

"1.—That the population of the colony of Hongkong is steadily increasing, each year shewing on the average, an addition to the Chinese population of upwards of six thousand men, women, and children; that the European population is also gradually increasing in numbers; that from the altered conditions of trade and commerce men are now compelled to remain in the colony for much longer periods than heretofore and are marrying and settling down here with the result that the juvenile population is very largely augmented, and that a very considerable proportion of them are being edu-

cated and brought up in the colony, instead of, as formerly, being sent to Europe.

"2.—That within the limits of the city of Victoria all available land is being closely built over; houses are rising in height to three, four, and five stories; the consumption of coal instead of wood is largely increasing as are also manufacturing industries of various kinds, with the result that within the city, even on the upper roads, it is difficult to get the pure air, exercise, and recreation that is essential for the preservation of health in this climate.

"3.—That the necessity therefore for open spaces outside of the limits of the city is becoming daily more manifest and more urgent, and that the one piece of ground now appropriated to the use of the public—the area within the Race Course in the Wong-nei-chong valley—is insufficient for the needs and requirements of the population.

"4.—That in addition to the civil population there is always present in the colony a garrison of over three thousand men, and, at some period of each year, generally during the winter months, a large naval force is in the harbour of Hongkong for which provision has to be made, and that at such times the accommodation for recreation in the Wong-nei-chong Ground is wholly insufficient and will still be insufficient even after the piece of land to the northward along the banks of the Bowrington Canal has been added thereto.

"5.—That there is now vacant and unappropriated at Causeway Bay a limited area of level ground, open to the sea and easily accessible by road, now temporarily used, under permission from the Government, for purposes of recreation; that this piece of ground although open for sale for building purposes for a number of years has remained unsold, the Chinese being apparently still unwilling to move out into that quarter of the city; that even should this neighbourhood ultimately become, contrary to present appearances, a densely populated neighbourhood inhabited mainly by Chinese, it will be highly desirable that some sufficient area should be maintained in the midst thereof for purposes of light, of ventilation, of recreation, and as a lung, or breathing space for the locality. The ground now referred to, situate nearly between Jardine's Bazaar and North Point, is admirably suited to serve for such a purpose, and its reservation as an open space will not only materially add to the value of the neighbourhood, but it will permanently promote the physical health and happiness of large numbers of the residents.

"Your petitioners therefore humbly pray:

"That in commemoration of the completion of the sixtieth year of Her Majesty's Reign the piece of ground in question, situate at Causeway Bay, bounded on the north by the Causeway Bay Road, on the south and west by the Quarry Bay Road and Inland Lot 1,149 (Kennedy's Stables), and on the east by the Nullah, running from the Quarry Bay Road to the Causeway Road, may be by Ordinance reserved as a public and open space for ever, may be called the 'Queen's Recreation Ground' and may, under Regulations to be embodied in the Ordinance, be dedicated to the purposes of general public recreation for all nationalities.

"Your petitioners further pray that if, in the future, the present harbour of refuge at Causeway Bay should be reclaimed, then such portion of the newly reclaimed land may be set apart as an addition to the 'Queen's Recreation Ground' as may be sufficient to provide for a further increase to the limited level spaces in the colony available for recreation, which will in time be again rendered necessary by the growth of the population.

"And your petitioners, as in duty bound, will ever pray, &c., &c., &c.

"Hongkong, 24th June, 1897."

Since the memorial was drafted, some two years ago, the necessity for open space at Causeway Bay has been emphasised by the selection of a site on the west side, in the immediate neighbourhood, for a gigantic cotton spinning, weaving, and dyeing factory which will materially add to the population of the district by the large number of workers—men, women, and children—employed therein, and by the shopkeepers and tradespeople who will follow in their wake. On the other or eastern

side of the Bay the Royal Dutch Petroleum Co., Lankat, have already constructed oil tanks, a tin-can factory, store rooms, and a landing wharf. Dwelling houses for the Company's workpeople are now covering both sides of the road from North Point towards Causeway Bay. The new Reformatory, recently decided upon, is to be erected on the slope of the hill adjoining Causeway Bay on the south, and as the site will hardly afford space enough for adequate recreation of the inmates, it will be all the better if Causeway Bay ground is reserved as an open space. It is impossible to over-estimate the great importance of recreation in the life of the people. From a physiological point of view the promotion of all forms of muscular exercise is a national good of inestimable value. A well developed body and a well informed mind are necessary partners for intellectual and material triumphs and nothing contributes so much in their favour as open spaces and outdoor recreation. *Mens sana in corpore sano* is an old proverb, but I believe that for the preservation of the *mens sana* the *corpus sanum* is absolutely essential. The reservation of Causeway Bay as an open space for the purposes of general recreation for all nationalities will promote the physical health and happiness of a large number of residents. I therefore have great pleasure in moving "That it is desirable in the interests of the public that the land marked red on the annexed plan should not be let for building purposes but should be, henceforth, reserved as an open space and appropriated for the purposes of recreation, and that the sanction of the Secretary of State should be asked for the introduction of an Ordinance giving the Governor in Council power to make regulations, from time to time, as to the uses of the land so reserved and to enforce such regulations by suitable penalties," and I earnestly hope the resolution will receive the unanimous support of this Council, as if carried out humanity generally will benefit.

The Hon. Ho KAI—I have much pleasure in seconding the resolution so ably proposed by my honourable friend opposite. After the remarks which he has made, and after the memorial which has been sent up to a former Governor and read by the mover of the resolution, I think it will need very little from me to ensure this resolution being unanimously adopted by this Council. I venture to think that not one single member of this honourable Council will dispute that Hongkong will be better from a sanitary point of view with a few more open spaces reserved like the piece of ground we are trying to reserve by this resolution. It seems to me that the younger generation of Hongkong will be very much obliged to us for thinking of their welfare in providing an extensive piece of ground for recreation and also where they can take a little airing after business hours. In seconding this resolution I would only make one condition, and that is that this piece of ground should be reserved for the use of the public strictly, and not made the subject of quarrels between cliques and classes (Hear, hear.) I hope that in reserving this ground regulations will be drawn up so as to obviate any such quarrels, and that the ground will be reserved truly for the public use without distinction of race, nationality, or class. (Hear hear.)

Carried unanimously.

### REPORT OF THE PUBLIC WORKS COMMITTEE.

The DIRECTOR OF PUBLIC WORKS—With your permission I rise to move the adoption only of a portion of the Public Works Report, namely, the second part. I unfortunately have not had the opportunity of seeing all the members of the Public Works Committee, and as the question of the site is still unsettled, it is desirable that only the second part of the report should be adopted.

The ACTING COLONIAL SECRETARY—I beg to second.

Carried.

### NATURALISATION OF CHINESE.

The ATTORNEY-GENERAL—I beg leave to move the first reading of a Bill entitled an Ordinance for the Naturalisation of Chau Tung Shang.

The ACTING COLONIAL SECRETARY—I beg to second.

Carried.



The ATTORNEY-GENERAL—I beg to move the first reading of a Bill entitled an Ordinance for the Naturalisation of Tong Yuk, alias Tong Lai Ts'un.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

#### KOWLOON GODOWNS TRAMWAYS.

Hon. J. J. BELL-IRVING—I beg to move the first reading of a Bill entitled an Ordinance to Amend the Kowloon Godowns Tramways Ordinance, 1897.

Hon. C. P. CHATER—I beg to second.

Carried.

#### REGISTRATION OF TRADE MARKS.

The ATTORNEY-GENERAL—I have the honour to move the first reading of a Bill entitled an Ordinance to amend the Law Relating to the Registration of Trade Marks.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

#### CATTLE DISEASES.

The ATTORNEY-GENERAL—I beg to move the first reading of a Bill entitled an Ordinance to further amend the Cattle Diseases, Slaughter-houses, and Markets Ordinance, 1887.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

#### THE BUILDING REGULATIONS.

The ATTORNEY-GENERAL—I beg leave to move the first reading of a Bill entitled an Ordinance to further amend the Building Ordinance, 1889.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

#### THE SUPPLEMENTARY APPROPRIATION BILL, 1897.

The ACTING COLONIAL TREASURER—I beg to move the first reading of a Bill entitled an Ordinance to authorise the appropriation of a supplementary sum of three hundred and sixty-eight thousand, eight hundred and sixty-nine dollars and ninety-three cents, to defray the charges of the year 1897.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

#### KELLET ISLAND.

The ATTORNEY-GENERAL—I beg to move the first reading of a Bill entitled Kellet Island Ordinance, 1898.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

#### INTOXICATING LIQUOR LICENSES.

The ATTORNEY-GENERAL—I beg to move the first reading of a Bill entitled an Ordinance to Amend and Consolidate the law relating to Intoxicating Liquor Licenses.

The ACTING COLONIAL SECRETARY—I beg to second.

Hon. T. H. WHITEHEAD—May I ask if the Government have received the report of the Commission appointed some time ago to enquire into the question of intoxicating liquors?

The ATTORNEY-GENERAL—I think I can reply to that. This morning I saw the secretary of the Commission, Mr. Frank Browne, and I asked him what progress the Commission was making. I also showed him this Bill, and asked him if there was anything likely to come forth of the report of the Commission which would assist us or render it advisable to make any alteration. When he had looked at one or two points he expressed his satisfaction at the way the Bill dealt with them. He told me the report of the Commission was already under consideration and would be forthcoming in a short time, and that the Blue Book would be forthcoming in August.

Carried.

#### FEES FOR CHINESE CERTIFICATES.

The ATTORNEY-GENERAL—I beg leave to move the first reading of a Bill entitled an Ordinance authorising the imposition of fees for the issue, by the Government of Hongkong, of certain certificates to certain Chinese desirous of proceeding to the United States of America.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

#### CONSPIRACIES.

The ATTORNEY-GENERAL—I beg to move the first reading of a Bill entitled an Ordinance to provide for the punishment of certain conspiracies.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

#### THE SCARCITY OF BANK NOTES.

The ATTORNEY-GENERAL—I beg leave to move the first reading of a Bill entitled an Ordinance to amend the Hongkong and Shanghai Bank Ordinance Amendment Ordinance, 1882.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

The ATTORNEY-GENERAL—I beg to move that the Standing Orders be suspended in order that this Bill may be read a second and third time and passed.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

The ATTORNEY GENERAL—I beg to move the second reading of a Bill entitled an Ordinance to amend the Hongkong and Shanghai Bank Ordinance Amendment Ordinance, 1882. The object of this Bill is to enable the Bank to increase its note issue so as to remedy the inconvenience which is at present felt in consequence of the inadequate supply of notes. The provision requiring the deposit of dollars equal in value to the excess issue provides security for the notes. Some gentleman spoke of me the other day and asked me why a deposit of one-third of the notes issued in excess should not be considered sufficient, and seemed to suggest that the Government was acting hardly on the Bank in requiring them to find dollar for dollar. I, however, pointed out that the proposition to deposit dollar for dollar came from the manager of the Hongkong and Shanghai Bank himself. He asked that the Secretary of State might be communicated with, and that his permission to bring forward an Ordinance of this kind might be obtained. That was done and the Secretary of State agreed to it, but stipulated that the change in the law should only continue in force for a period of one year from the date of its coming into operation. Before the end of that time the matter can be considered again, and whatever course is found to be desirable will be adopted. Whether the Bank will be permanently allowed to issue in excess of their paid up capital I do not know. In the meantime I understand that the notes at the present time are extremely scarce. It is certainly very satisfactory to find that whilst some few years ago the Chinese preferred solid silver to anything in the shape of paper security they have now such confidence in the note circulation of our leading banks that they prefer notes to silver. On the other hand it is somewhat unsatisfactory to feel that the demand for notes is greater than the legal supply. Hitherto it has not been allowable for the Bank to issue and put in circulation a larger amount of notes than the paid-up capital, and in addition the Bank has had to keep an amount of coin or bullion equal to one-third of the notes issued. It is now proposed that the Bank shall be allowed to issue in excess of the paid-up capital, which is ten millions. I think that when it is remembered that the Bank has a large reserve and is willing to deposit dollar for dollar issued in excess we shall not object to meet the public convenience by granting the Bank's request.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

The ATTORNEY-GENERAL—I beg to move that the Council resolve itself into committee to consider the Bill in detail.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

The Bill was then submitted section by section, but no alteration was suggested.

The ATTORNEY-GENERAL—I beg leave to move that the Council resume.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

The ATTORNEY-GENERAL—There has been no alteration in committee. I beg to move that this Bill be read a third time and passed.

The ACTING COLONIAL SECRETARY—I beg to second.  
Carried.

#### ADJOURNMENT.

The Council then adjourned until the 31st August at three o'clock.

#### FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Hon. T. Sercombe Smith (Acting Colonial Secretary) presiding.

#### MINUTES.

The minutes of the previous meeting were read and confirmed.

#### VOTES RECOMMENDED.

The following votes were recommended:—  
A sum of one thousand four hundred and nine dollars (\$1,409), being a gratuity to Mr. R. M. Jameson, late Assistant Master, Queen's College.

The ACTING COLONIAL SECRETARY—Mr. Jameson retired on account of ill-health. He is not entitled to a gratuity, but as he has been in the service nine and a half years it was decided to recommend a charitable gratuity for him.

A sum of four hundred and seven dollars (\$407) in aid of the vote "Health Officer of the Port for repairs to Launch."

A sum of seven hundred and forty-seven dollars (\$747) in aid of the vote "Miscellaneous Works," Public Works Department.

The ACTING COLONIAL SECRETARY—This vote is on account of the necessity which has lately arisen of erecting a mortuary. It was found that some inconvenience had occurred, and it was decided to remedy the inconvenience by erecting this mortuary.

A sum of three thousand two hundred and forty dollars (\$3,240) in aid of the vote "Repairs to Epidemic Hulk Hygeia."

The ACTING COLONIAL SECRETARY—The sum of \$1,000 was provided in the estimates for the Hygeia, but she has been thoroughly overhauled and an additional \$2,240 is required.

A sum of four thousand dollars (\$4,000) for the extension and improvement of the Central Fire Brigade Station.

The ACTING COLONIAL SECRETARY—I am sure any gentleman who has visited the Central Fire Station will quite agree that it has hitherto been somewhat insanitary and that the accommodation has been very meagre. His Excellency the Officer Administering the Government in company with the Captain Superintendent of Police, the Director of Public Works, and myself visited it some time ago, and Mr. Ormsby reported that the most economical way of dealing with it would be to put on another storey, and this is the cost of the upper storey. It will make the place a great deal more commodious and healthy.

A sum of five hundred and fourteen dollars and thirty cents (\$514.30) in aid of the following votes:—(a) Executioner's fee and inflicting corporal punishment \$100, (b) Rent of quarters for Superintendent and Warders \$414.30.

The ACTING COLONIAL SECRETARY—This is owing to a larger number of executions than usual. With regard to b, it has been found necessary in carrying out the alterations in the gaol to turn the warders out of their quarters and to rent a house at 18, Hollywood road at \$75. Only \$300 was voted for quarters.

The Officer Administering the Government recommends the Council to vote a sum of twelve thousand and fifty dollars (\$12,050) in aid of the following votes:—Police. (a) Passages and bonuses, \$9,700 (b) Clothing and accoutrements, \$2,200 (c) Bedding and mess utensils, \$150.

The ACTING COLONIAL SECRETARY—In explanation of this I beg to state that the passages of retiring policemen and of policemen who have come out to take their places have cost a considerable sum, and the amount for passages and bonuses is therefore larger. Items (b) and (c) are due to drop in exchange.

#### ADJOURNMENT.

The Committee then adjourned.

During the week ended the 23rd July there were two cases of plague and two deaths from the disease.



## SUPREME COURT.

23rd July.  
IN APPELLATE JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE) AND MR. JUSTICE WISE (PUISNE JUDGE).

THE "POWAN"—"KWANGLEE" COLLISION.—  
APPEAL DISMISSED.

This was an appeal from a judgment given by the Chief Justice on the 5th of May last in a case in which plaintiffs (the China Merchants' Steam Navigation Company) as owners of the steamer *Kwanglee*, brought an action against the owners of the steamship *Powan* (the Hongkong, Canton, and Macao Steamboat Company, Limited), claiming damages on account of a collision between the two vessels. Defendants, on the other hand, brought an action against plaintiffs claiming damages in respect of the same collision, defendants on the counter-claim recovering a moiety of the damages sustained by the *Powan*.

This decision was appealed against by the owners of the *Kwanglee*. The Chief Justice, however, remained of opinion that the *Kwanglee* was also to blame for the collision, adding, "I think this appeal should be dismissed with costs." Mr. Justice Wise concurred.

Mr. Francis, Q.C. (instructed by Mr. H. L. Dennys), appeared for Appellants, and Mr. Pollock, barrister (instructed by Messrs. Deacon and Hastings), for Respondents.

It was decided that the question as to whether the damage to the pier, as well as that to the *Kwanglee*, should be taken into consideration should be argued before the Court on the 11th of August.

The Chief Justice said—This is an appeal from a judgment of myself sitting in the Admiralty Jurisdiction with Commander W. C. H. Hastings, Retired R.N., and Commander Arnot Henderson, R.N., as Assessors. The actions were cross-actions for damages by collision and they were consolidated and heard together as one action. The litigation took place under the following circumstances. The Appellants, as owners of the steamship *Kwanglee*, brought an action against the Respondents, as owners of the steamship *Powan*, claiming damages on account of a collision between the two vessels. The Respondents on the other hand, as owners of the steamship *Powan*, brought an action against the Appellants, as owners of the steamship *Kwanglee*, claiming damages in respect of the same collision. The general circumstances relating to the collision were not in dispute. It appeared that it took place in the harbour of Hongkong on the early morning of the 25th January last, at a few minutes past one o'clock. At that time the *Kwanglee* was moored alongside the China Merchants' Wharf, which is a wharf belonging to the Appellants. The night was dark but clear. There was a moderate wind from the north, and a current setting eastward of about a knot. The *Powan* was coming into the harbour from Canton and in endeavouring to get into the southern fairway she struck the *Kwanglee* some 12 feet from her taff-rail on the starboard quarter; the point of impact as regarded herself being a few feet from her stem on the starboard bow. Considerable damage was done to the *Kwanglee* by the collision; some plates were broken and others bent, the rudder was broken, the stern post was bent, and other damage was done, including a boat which was struck by the *Powan* after she had backed away from the first impact with the *Kwanglee* and had come forward again. The wharf was also bent out of the straight line for a considerable part of its length and was much damaged. Some of the mooring ropes parted. On her side the *Powan* also sustained some damage on her starboard bow where she had struck the *Kwanglee*. Under these circumstances each vessel alleged that the other was solely to blame for the collision. A number of witnesses were called on either side and counsel addressed the Court at much length on behalf of their respective clients. In the result the Court, after considering first the case of the *Kwanglee* and then that of the *Powan*, came to the conclusion, on the advice of the Assessors, that both vessels were to blame for the collision, and made the order as to damages and

costs which is usual in such cases. The present appeal is brought by the owners of the *Kwanglee*, who seek to have the judgment of the Court below reversed in so far as it declares that vessel to blame. The owners of the *Powan* have not appealed against the judgment, and therefore it is *res judicata* that she is to blame for the collision.

The hearing of the appeal commenced on the 13th June last before this Court [with the assistance of Lieut. R. Sterling, R.N., Navigating Lieutenant of H.M.S. *Bonaventure*, and Lieut. W. Finch, R.N.R., Master of the s.s. *Gaelic*. Unfortunately the hearing occupied a somewhat longer time than was anticipated, and Lieut. Finch was compelled to leave the Colony with his vessel two days before it was concluded, so that the Court has not enjoyed the benefit of his advice on the questions of nautical skill arising for its consideration.

It appears to be desirable that I should first express an opinion on a question which was raised by Mr. Francis in the course of his argument for the Appellants. This question has reference to the manner in which this Court should deal with the judgment of a Judge sitting without a jury. It was urged by Mr. Francis that the correct procedure is for this Court to hear the case *de novo*, to form its own independent opinion on the facts and circumstances of the case, without regard to the judgment under appeal, and then to apply the opinion so formed to that judgment. On the other hand Mr. Pollock for the Respondents contended that this Court will be reluctant to interfere with the findings of fact embodied in the judgment of the Court below unless it is satisfied that those findings are wrong. The provisions of the Supreme Court Ordinance, 1873, conferring the right of appeal, do not throw any light on the decision of this question, and, so far as I can ascertain, it has not been discussed or settled by this Court. In the absence of such guidance, it would seem to be expedient for the Court to regulate its procedure on the point in accordance with that which prevails in the like case in the Court of Appeal in England and in the Judicial Committee of the Privy Council. The opinions on the point of the Judges in these Courts are not altogether in accord with one another, but the general result seems to be that expressed by the majority of the Court of Appeal in *The Colonial Securities Trust Company, Limited, v. Massey*, [1896] 1 Q.B. 38, namely, that where a case tried by a judge without a jury comes before the Court of Appeal, that Court will presume that the decision of the judge on the facts was right, and will not disturb it unless the appellant satisfactorily makes out that it was wrong. See also the remarks of Bramwell, L.J., in *Biggsby v. Dickinson*, 4 Ch. D. at p. 30. So in an Admiralty case—*The Geta*, 14 A.C. at p. 672—Lord Halsbury, L.C., began his judgment in the House of Lords with the following words:—"My Lords, if this were a question of nautical skill or of the credit due to particular witnesses, I should be very reluctant to interfere with a judgment arrived at upon the advice of skilled persons, or to differ from a Court which had the advantage of hearing and seeing the witnesses whose credit was in question."

I propose to apply these principles in dealing with the judgment now before the Court. At the same time, remembering that that judgment is my own, I shall endeavour to apply them in a liberal sense.

As I have already said, that part of the judgment which finds the *Powan* to blame is not impeached in this Court, and it is not therefore necessary to consider in detail the evidence relating to her manoeuvres previous to the collision. But there are one or two points to which it is necessary to make reference.

In the first place it is clear that the defence set up by the *Powan* turned in great measure upon the allegation that, in coming into the southern fairway, she was embarrassed by the movements of a steam launch which caused her to go in nearer to the shore than she would otherwise have done. Upon this point there was a conflict of evidence. The presence of the launch and the embarrassing character of its movements were spoken to by the master and the second officer of the *Powan*. On the other hand Police Constable Landell, who was in charge on that night

of the launch which evidently was referred to, swore that he passed the *Powan* near Stonecutters' Island, some distance away from the entrance to the southern fairway, and that his launch was not present and manoeuvring in the way described by the witnesses for the Respondents. In giving judgment in the Court below I referred to the irreconcilability of these statements, and said that I would not expressly decide which version of the facts I believed, but "would accept, for the purposes of their defence, the statement of the master and the second officer of the *Powan* that the launch was there and manoeuvring in the manner suggested." But, on further consideration, I feel that Mr. Francis is right in saying that it was the duty of the Court below to express a definite opinion as to the side on which the truth lay in this matter. I have accordingly recalled to my mind the manner in which the witnesses gave their evidence and have also considered the probabilities of the case in the light of other evidence given and otherwise, and have come to the conclusion that the story told by the master and the second officer of the *Powan* is to be believed. It follows therefore that, so far as the conduct of the launch avails as a defence to the *Powan*, that defence is, in my opinion, made out.

In the next place an observation may be made with regard to an argument founded by Mr. Francis upon the opinions of the Nautical Assessors as approved by the Court below on the subject of the manoeuvring of the *Powan*. Mr. Francis urged that, if the *Powan* had manoeuvred in the way suggested by the Assessors instead of in the way which she actually adopted, the collision would not have taken place and that therefore the *Kwanglee* could not have been blameworthy. This may be so, but it seems to me that the argument involves the mistake of assigning too great an effect to the findings. For in nearly every case of a collision it is probably found that one at least of the vessels in collision has acted in some way different from that which was required by ordinary care and skill, but it would be illogical to hold that, because, if she had acted with such care and skill, the collision would probably have been avoided, therefore the cause is finished and the conduct of the other vessel need not be considered. It might, I think, be equally well argued that if the *Kwanglee* had carried or exhibited a light at her stern, the *Powan* would have seen it in time to avoid a collision, that she would have so avoided it, and that therefore the *Kwanglee* is solely to blame. In the *Queen Victoria*, 7 Asp. M.C. (N.S.) 9, Butt, J., although holding both the colliding ships to blame, said:—"The Elder Brethren moreover advise me that, having regard to the way in which the *Queen Victoria* approached her, the *Ovington* ought certainly to have set her engines astern, and that that in all probability would have avoided this collision."

With respect to the navigation of the *Powan* it seems to be sufficient to say that the Nautical Assessor in this Court concurs generally in the opinions of the Nautical Assessors in the Court below, as set forth in the judgment under appeal.

The position then being that the *Powan* is to blame for the collision, it is, I think, necessary to consider the conduct of the *Kwanglee* before deciding the further question as to the degree in which the *Powan* is to blame, that is, whether she is to be held to blame in whole or only in part. It will, then, be desirable to examine carefully the facts relating to the position and circumstances of the *Kwanglee* immediately prior and at the time of the collision.

As I have already said, the *Kwanglee* on the night of the collision was moored alongside the Appellants' wharf. It is alleged by the Appellants and not denied by the Respondents that she was in the habit of lying alongside that wharf when in the harbour. The wharf is 293 feet long, while the vessel is 287 feet long. In consequence, however, of some obstruction on that side the *Kwanglee* could not bring her stern close to the wall at the landward end of the wharf, and the result was that her stern projected some 35 feet beyond the seaward end of the wharf into the fairway. The width of the fairway at that point on the night in question was between 300 and 400 feet, that width being measured from the end of the wharf to a line of junks anchored opposite to it and parallel with



the shore. The *Kwanglee* was carrying a suitable anchor or riding light in the fore-rigging. It was also urged on her behalf that her position was further defined by a light on deck at the port gangway and by the light reflected from the 'tween decks through the portholes on either side of the vessel. These reflected lights are described by the witnesses for the Respondents as being "dim" or "very dim." Both the master and second officer of the *Powan* took these lights as marking the length of the vessel. The last of these port holes was some 32 feet distant from the stern. There was no light aft of this point, so that virtually the whole of the projecting portion of the vessel was unlighted. It is said by the Appellants and not denied by the Respondents that those vessels when so lying alongside the wharf, but on the other hand it is said by the Respondents and not denied by the Appellants that those vessels when so lying are in the habit of carrying a stern light. Indeed, with regard to the *Kwanglee* herself, her chief officer said:—"Sometimes when we come from Canton we moor at the buoy in the centre fairway. Then we always put a stern light." About 12 feet from the end of the wharf there is a green light, placed there in accordance with the requirements of the law. It is alleged by the Respondents that this light afforded a leading mark for their vessels in making the harbour after coming through the Capsuimoon Pass on their voyages from Canton, and there is no doubt that on the night in question this light was concealed from the *Powan* as she came down from the Pass by the hull and superstructure of the *Kwanglee* as she lay alongside the wharf. There were two Chinese quartermasters on watch on board the *Kwanglee*, and it would seem that they were awake and attending to their duties. The officers were asleep in their cabins. One of the quartermasters was called as a witness and he said he first made out the *Powan* at a distance of about 300 yards coming up from the west. "When he first saw her she was moving ahead—she was moving fast." He made out her white light and her green light; he never saw her red light." When first seen she was advancing at an angle of about 80 deg. to the *Kwanglee*. After seeing her the quartermaster continued to walk to and fro on the deck, not apprehending that there was going to be a collision between the two vessels. But when the *Powan* was about 40 yards distant, he saw that a collision was about to take place, and he went to the chief officer's cabin and called him up. This officer had hardly got outside his cabin when the *Powan* struck the *Kwanglee*. No measures were taken by any one on board the *Kwanglee* to avert the collision.

In these circumstances the first question to be determined is by what provisions of law was the *Kwanglee* bound with respect to the carrying of lights? It was argued by Mr. Pollock, both in the Court below and in this Court, that she came within the scope of Art. 11 of the Regulations for Preventing Collisions at Sea, and that therefore, as she was of a length exceeding 150 feet, she ought to have carried a light forward and also a light at or near her stern. I have already, in the judgment under appeal, stated my reasons for not assenting to this contention and for holding that the *Kwanglee* was, so far as the specific statutory requirements as to lights were concerned, subject not to the Regulations but to the provisions of s. 27 (2) of the Merchant Shipping Consolidation Ordinance, 1891—that is to say, she was required to carry only one light in the place where it could best be seen. It is only necessary now for me to say that I have not altered that opinion.

These being the facts with regard to the position and obligations of the *Kwanglee*, the Court below, on the advice of its Assessors, came to the conclusion that Art. 29 of the Regulations applied to her, and that, within the words of that article, it was "a neglect of a precaution required by the ordinary practice of seamen and by the special circumstances of the case" for her to omit to carry a sufficient stern light. The Assessor who has assisted this Court has advised the Court in precisely the same way on this point, and I concur in his opinion.

In consequence, however, of the further full discussion which the case has undergone in this

Court, we have put certain other questions to the Assessor, and I proceed to set them forth with the answers which he gave to them.

Question No. 1.—Having regard to her position and the other circumstances of the case, did the *Kwanglee*, a vessel at anchor within the waters of the Colony, comply with the requirements of s. 27 (2) of the Merchant Shipping Consolidation Ordinance, 1891, by exhibiting a bright white light at the place where it could best be seen?

Answer.—No; the place where the light could have been best seen was at the stern, on the ensign post.

There can be no doubt that this finding is of very considerable importance to the *Kwanglee*, for its effect is that she was from the outset in default in not complying with the requirements of the law regulating the carrying of lights, and although such an omission does not induce the same statutory presumption against her as an omission to comply with the Regulations, yet the Court would undoubtedly attach great weight to it. But, with every respect to the Assessor, I confess that I am unable to accept this finding. It is of course clear—see, for instance, the *Beryl*, L.R. 9 C.D. 137—that the responsibility of deciding these and all other matters rests with the judge, and that, although he is bound to give great weight to the opinion of the Assessors, yet, at the same time, if he does not think their view right he is not bound to follow it. In this case it does not appear from the evidence that the master and the second officer of the *Powan* had any difficulty in making out the light in its forward position, and the same is also true of John Cannan, the master of the steamship *Kwonghoi*, which came into the harbour from Canton and passed close to the stern of the *Kwanglee* about an hour and a half before the collision. None of these witnesses complained that they were misled or embarrassed by the light of the *Kwanglee* not being carried in the place where it could best be seen. In *Marsden on Collisions*, 3rd edn., p. 378, it is said:—"The forestay is a usual, and probably the best, place for a riding light in an open roadstead or river." On the whole, therefore, I do not see my way to adopt this conclusion of the Assessor.

Question No. 2.—Considering the evidence of the master and second officer of the *Powan* and working out the course on the chart and plans put in, was the *Powan*, in coming in from the Capsuimoon Pass, misled by the absence of a sufficient light on the stern of the *Kwanglee*, or by the obscuration of the green light on the China Merchants' Wharf, or by both such absence and obscuration?

Answer.—Yes; the *Powan* was misled by both such absence and obscuration.

Question No. 3.—When the quartermaster of the *Kwanglee* first made out the *Powan* did he act as the rules of good seamanship require?

Answer.—No; he should have taken measures to attract the attention of the *Powan* by shouting or showing a light.

Question No. 4.—Did the absence of a sufficient light on the stern of the *Kwanglee*, or the obscuration of the green light on the China Merchants' Wharf, or both such absence and obscuration contribute to the collision?

Answer.—Yes; both such absence and obscuration contributed to the collision.

Question No. 5.—Assuming the *Kwanglee* not to have projected beyond the end of the China Merchants' Wharf, would the *Powan*, manœuvring as stated by her officers, have come into collision with her?

Answer.—Yes; but only to a comparatively slight extent.

In these findings I concur. At one time I had some doubt on the point whether the quartermaster of the *Kwanglee* had an opportunity to take measures to warn the *Powan* of the danger into which she was running, but on consideration I am satisfied that the right view of the matter has been taken by the Assessor.

It may also be pointed out that it is enacted by paragraph 6 of Table M. of the Merchant Shipping Consolidation Ordinance, 1891, that "no vessel whatever shall anchor in any of the fairways," and that by s. 43 of the Ordinance any offence of this kind is punishable by a penalty not exceeding two hundred dollars and, in default of payment, by imprisonment with or without hard labour not exceeding three months. (As to the schedule of an Ordinance being part of

the Ordinance, see s. 24 (2) of the Interpretation Ordinance, 1897.) I am inclined to think that the *Kwanglee*, moored as she was with her hull projecting for a considerable distance into the southern fairway, was anchored in violation of the spirit if not of the letter of this enactment, and, if this be so, it follows that she was infringing the law of the harbour by obstructing to a certain extent the fairway which the *Powan* was entitled to have clear for her passage to her landing-place, and which she was in the habit of using for that purpose. It is said on behalf of the *Kwanglee* that she lay as she did at her wharf with the tacit approval of the harbour authorities, but to this it may be answered that, even if such an assumption can be made, the acquiescence of those authorities in an infringement of the law cannot affect the liability of the person who is guilty of the infringement.

These then are the facts with regard to the position of the *Kwanglee* on the night of the collision and the conclusions as to that position and as to the conduct of those on board of the vessel which I have arrived at, with the assistance of the Assessor. It remains to consider whether, on these facts and conclusions, the *Kwanglee* is to be held in part to blame for the collision.

A number of cases were cited on both sides of this question. None of these cases were quite like the present one in its circumstances, but it was said that some of them resembled it sufficiently closely to allow of the proper application of their principles of decision. In considering these cases, and indeed in dealing with the case generally, it is necessary to bear in mind the difference between the position of a vessel in motion and that of a vessel at anchor. This difference is expressed by Lord Esher, M.R.,—see the *Indus*, L.R. 12 P.D. at p. 47—as follows:—"It is the duty of a vessel in motion to keep clear of one at anchor, if the latter can be seen, and if she does not keep clear then she must show good cause for not doing so."

The *Industrie*, L.R. 3 A. & E. 303, was the case of a vessel across the fairway of the channel leading to the harbour at Hartlepool, without any light exhibited. The *Blue Bell* proceeding up the channel in the early morning, while it was still dark, came suddenly upon her, and, by putting her helm hard-a-port, escaped collision with her, but took the ground under her bows and did damage to herself and also to a wall against which she drove. It was held that the petition of the owners of the *Blue Bell* disclosed a good cause of action and that the Court had jurisdiction to entertain the action. Sir R. Phillimore said—see p. 308—"It has been contended that there was no obligation upon those in charge of the *Industrie* to exhibit any light to warn other vessels of her position. But independently altogether of the 'Regulations for Preventing Collisions at Sea,' I think those in charge of a vessel aground at night in the fairway of a navigable channel are bound by the general maritime law as administered in this Court to take proper means to apprise other vessels of her position."

The *John Fenwick*, L.R. 3 A. & E. 500, is a somewhat similar case. There it was held by Sir R. Phillimore that when a vessel casting off from moorings in a navigable river places herself at night partly athwart the fairway, so that her regulation lights cannot be seen by vessels astern of her coming up the river, she is bound to make use of some conspicuous signal to warn them of her position. The *Granton*, the vessel in these circumstances, had exhibited over or near her stern an ordinary service lantern, but she had and could have exhibited a proper riding lamp. The learned judge said:—"Those on board the *Granton* should have used as a warning signal the very best light they had on board. It is true there is no special regulation defining the signals to be used in such a case as the present; but the provisions of the 20th article of the Regulations for Preventing Collisions at Sea state that nothing in those rules shall exonerate any ship from the consequences of any neglect to carry lights or signals, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case. There is no evidence of any negligence on the part of the *John Fenwick*. I must, therefore, pronounce the



*Granton* alone to blame." The 20th article of the Regulations of 1863 here mentioned corresponds with the 29th article of the Regulations of 1897 already referred to.

Two other cases which resembled these two in their circumstances and in which similar principles of decision were applied are the *Philotage*, 3 Asp. M. C. (N.S.) 513, and the *Queen Victoria*, 7 Asp. M. C. (N.S.) 9, in the Court of Appeal.

These four cases were cited by counsel for the Respondents in the Court below and some of them in this Court in support of his argument that the *Kwanglee*, although lying in a dangerous position, had neglected to take proper precautions to mark her position so as to warn approaching vessels of it, and was therefore to blame, either wholly or at any rate in part, for the collision. Counsel for the Appellants contended, on the other hand, that these cases did not apply because they were all cases of vessels which were in motion and which, having got themselves into an abnormal position or manœuvring in an irregular manner, were held bound to warn other vessels of their position, and that the case of the *Kwanglee* was different because she was not in motion but was lying moored at her customary wharf in her customary manner. But I think a careful consideration of these cases shows that the rules laid down in them are properly applicable to the decision of the case before the Court. In the first place, the vessels concerned, although, with one exception, technically under way, were all more or less motionless at the time of the collision. The exception is the *Industrie*, which, so far as I can understand the report of the case, was aground. In the next place, the ground of decision in each of the cases was that the vessel concerned, being in such a position in a channel or fairway as to obstruct it and so to cause a danger to navigation, did not take sufficient means to warn approaching vessels of that danger. I do not myself apprehend that it makes any difference in the application of such a rule whether the vessel to which it is applied is technically under way or is anchored or moored. Nor do I apprehend that it makes any difference whether the obstructing vessel is causing the obstruction with the whole of her bulk or only with part of it.

Mr. Francis on the other side cited, amongst others, the case of the *Hornet*, [1892] P. 361. There the facts were that a barge was lying in a dock which was lighted by electricity. There was no one on board of her at the time of the collision. She was moored head and stern to the wall of the quay. In this position the tug *Hornet* struck her stern and sunk her. The Judge of the City of London Court held that there was "no duty on people to have men on board a barge in the dock," and he gave judgment against the owners of the *Hornet*. The owners appealed to the Divisional Court, and the appeal was in part based on the ground that, even if the *Hornet* was to blame, then the barge was also to blame as no one was in charge, and on the evidence the barge must have shifted her position, which would have been prevented if some one had been on board. This contention was thus dealt with by the President (Sir F. Jeune) in dismissing the appeal:—"There remains a question which is partly one of law and partly one of fact. It is said that there was no one on board this barge, and that if she had been properly moored her stern would not have come out and so presented an obstacle against which the *Hornet* ran. Assuming, however, that there was no one there and that the stern did come out, we cannot bring ourselves to think that that raises any case which would make the barge liable as well as the tug, on the ground that there was contributory negligence; for, whichever way it is put, it appears to be clear that the absence of the person on the barge had nothing to do with the collision. There was plenty of light, and the *Hornet* could see perfectly well where the barge was. The Trinity Masters also think, and we agree, that there is a broad distinction between leaving a barge in a dock, where there is no tide, and therefore no rise and fall, and leaving it in a tideway where the ropes require tending."

It seems to me that there are well-marked points of difference between this case and the one before the Court. And it may reasonably be inferred from the language of the learned

President that if the barge had been moored alongside a navigable channel and her stern had, through want of proper attendance, swung out into the fairway and been struck by a passing vessel, the result would have been different.

A case that to some extent resembles the present in its circumstances is the *Thomas Lea*, 3 Asp. M. C. (N.S.) 260. There the steamship *Belmont* was lying on the ground at the entrance of the tidal basin of the Sunderland Docks. Her head was towards the dock gates and her stern projecting into the river. In this position she was struck on the port side about 20 feet from the stern by the steamship *Thomas Lea*, which was about to enter the basin. The collision took place about 8.15 p.m. on the 19th January, 1876. The action was brought by the owners of the *Belmont* against the owners of the *Thomas Lea*. There was no cross-action. In the course of his judgment Sir R. Phillimore said:—"There can be no doubt that it was the duty of the *Belmont*, whilst she remained in this position at the entrance of the dock, to take every precaution to warn other vessels entering of that position. She says she satisfied that requirement in the following way: she put up two lights, one in her starboard fore-rigging, and the other three feet above the wheel, the wheel itself standing two and a half feet from the deck. It is admitted that the light in the fore-rigging could have no effect in apprising vessels entering of the position of the *Belmont*; as it could not be seen by them in consequence of intervening objects on shore; it may, therefore, be left out of consideration. The only question then is, whether, she had a light over the wheel or the stern, and if that light was of sufficient power in itself, and at the time in a proper condition, and if so, whether that was a proper precaution. Now the first duty of the *Belmont*, in the circumstances, was to have a proper look out. The mind of the Court, assisted by the attention of the Elder Brethren, has been anxiously directed to an examination of that point. The mate was on shore, and his orders were to put up two lights, one aft and one in the starboard fore-rigging; the anchor watch was kept by a sailor who has not been examined, and who is said to be on a foreign voyage. Where was the second mate? It seems that common prudence would have suggested that he should be at the stern looking out. He was not there. He was walking up and down the deck, forward and aft, and he gives this extraordinary evidence, that before he had taken a walk forward he saw the masthead light of a steamer coming up the river, five or six miles off; and when he returned from his walk he found the masthead light of a vessel pretty close, coming right into his port quarter. What did he do? Did he take any steps when he first saw the vessel coming up, and knew he was in an anomalous position where no one could expect a vessel to be? He did nothing whatever. In my judgment—and the Elder Brethren are of my opinion—he ought to have blown the whistle, and taken every precaution to announce his position, instead of which the converse is the case, and hence the result. What measures were taken to avoid the collision? None whatever: the only precaution taken was the placing of the light aft, and it becomes important to consider the evidence with regard to that light." Then he finds against the quality and position of the light, and proceeds:—"The result at which I have arrived, with the advice and assistance of the Elder Brethren, is, that the *Belmont* has not shown that she used the precautions it was incumbent on her to adopt in her peculiar position, and that unquestionably she had a bad look-out, and, therefore, she cannot recover in this suit. I dismiss her petition with costs."

It is to be observed that the learned judge does not discuss or express any opinion on the conduct of the *Thomas Lea*, although she was the moving vessel while the *Belmont* was stationary. It may, of course, be admitted that the *Belmont* was in a more anomalous position than the *Kwanglee*, but in my opinion the difference is one of degree rather than of kind. And it is noteworthy that the *Belmont* had actually put up a light at her stern and that the second mate was on duty on the deck besides the anchor watch. The language used with regard to the look out and the measures taken, or rather not taken, to avoid a collision might,

*mutatis mutandis*, have been used of the look out on the *Kwanglee*. It does not appear from the report whether the second mate of the *Belmont*, when he first saw the *Thomas Lea*, could or must have known that she was coming up to enter the basin, but in the present case there can be no serious doubt that the quartermaster of the *Kwanglee* knew that the steamer coming towards her was a steamer of the Respondent Company; that she was on her way to her wharf; and that that way would take her past the unlighted and projecting stern of the *Kwanglee*.

Applying these principles to the facts of this case, I adhere to the opinion which I expressed in the Court below that the *Kwanglee* was guilty of negligence and that such negligence contributed to cause the collision.

But then it is argued by Mr. Francis that, notwithstanding this finding, the *Kwanglee* is not to be held liable in damages, because her case falls within the rule of law that where there has been no breach of a specific regulation on the part of any vessel, then such vessel is not to be held liable for any negligence contributing to a collision if the collision could have been avoided by the exercise of ordinary care and skill on the part of the other vessel. This view of the case was not presented to the Court below; at least I can find no mention of it in my notes of the learned counsel's address, nor is it mentioned in the notes taken by Commander Hastings.

In the *Ceto*, 14 A.C. at p. 694, Lord Herschell in the course of his judgment said:—"It is evident that neither the President nor his Assessors dealt with the question whether the *Ceto* ought to have stopped. It has been explained to your Lordships that this arose from the point not having been distinctly taken before that tribunal. In the Court of Appeal, however, it was definitely put forward by the present Appellants, and the opinion of that Court was pronounced upon it. It has been said that there was nothing to prevent this course being pursued, that any question arising upon the pleadings and evidence was open in the Court of Appeal, even though not taken in the Court below. This is no doubt true as a general rule. I do not think it necessarily applies where, if the point had been distinctly taken it might have suggested, either to counsel or to the Court, questions to the witnesses which were not put. The matter, however, was entertained by the Court of Appeal, without objection apparently on the part of the Respondents."

These observations apply in the present instance, and, therefore, although I regret that the attention of the Court below was not called to the point, I proceed to consider whether it avails to relieve the *Kwanglee* from the consequences of the negligence found against her.

The rule referred to is thus stated in Marsden on Collisions, 4th edn., p. 25:—" (1) A ship A may recover full damages against the other B when the collision was caused entirely by the negligence of B, including the case where the collision would not have occurred but for the negligence of A, provided B could with ordinary care have avoided it; (2) A can recover nothing if with ordinary care exercised up to the moment of collision she could have avoided it; (3) A can recover half damages, although with ordinary care exercised up to the moment of collision she might have avoided it, if B, by the exercise of like care might have avoided it; (4) in the last case B recovers half damages."

The following were the principal authorities cited by Mr. Francis in support of his argument on this point:—The *City of Antwerp* and the *Friedrich*, L.R. 2 P.C. 25; *Cayzer v. Carron Company*, L.R. 9 A.C. 873; and the *Monk Rosa*, [1893] P. 23.

In the second of these cases, which was heard in the House of Lords, the steamship *Clan Sinclair* came into collision, in the day-time, with the steamship *Margaret* in the Thames. The navigation of the Thames in that part of it where the collision took place is governed by express rules, but there is no statutory sanction attached to them; they contain no provision analogous to that embodied in s. 419 of the Merchant Shipping Act, 1894, which declares a mere departure from the statutory rules to constitute fault—fault from which the offending vessel can only excuse herself by show-



ing that "the circumstances of the case made departure from the regulation necessary." There was much debate whether the *Clan Sinclair* had manoeuvred so as to infringe this rule; the Judge of the Admiralty Division held that she had not done so, and that the *Margaret* was alone to blame, while the Court of Appeal held that she had broken the rule and that both vessels were to blame. The House of Lords entertained doubts on this question, but they assumed for the purposes of their decision that the *Clan Sinclair* had broken the rule. Making this assumption, the House of Lords held that it had not in point of fact been made out that the neglect of duty in not obeying the rule was a part of the fault which occasioned the accident, and therefore that the *Margaret* was alone to blame. Lord Watson concludes his judgment as follows—at p. 886:—"Now I assume in favour of the respondents that the *Clan Sinclair* violated rule No. 23. In my opinion, that rule must be regarded as prescribing to shipmasters and others navigating the Thames certain reasonable precautions to be taken by all who have occasion to be in that part of the river near Blackwall Point; and I think that a vessel which is proved to have disregarded these precautions must accept the onus of showing that the neglect of them did not contribute to any collision or damage which may have occurred at the time or subsequently. But then I am of opinion that in the present case the *Clan Sinclair* has discharged herself of that onus. I think it is made out by the evidence that nothing was either done or left undone by those who were navigating her which can reasonably be regarded as one of the causes of the collision. The result was to bring the vessel a good deal further down the Thames than she ought to have been; and if that conduct on the part of the *Clan Sinclair* had been such as to place the *Margaret* at this disadvantage, to throw her into difficulties and make it doubtful what course she ought to pursue, then I could hardly have excused the *Clan Sinclair* from contribution to the collision in the present case. But the fact was not so. The new and wrong position into which I assume the *Clan Sinclair* had been brought by her neglect of the rule, was perfectly apparent to those on board the *Margaret*, apparent for a considerable time and a considerable distance—for a time and distance of such appreciable extent that they could with ordinary care have avoided the collision which ensued; and the ground of my judgment is shortly this, that assuming that there was a breach of the rule and culpable neglect at the time, yet the consequences of that neglect could have been avoided by ordinary care on the part of the *Margaret*. Instead of exhibiting ordinary care and prudence those in charge of that vessel adopted a reckless course of navigation which is described so well in the opinions of some of the judges of the Court below that I need say nothing further about it."

These observations show clearly enough that the facts on which the decision of the House of Lords proceeded were very different from the facts of the present case, the principal difference, of course, being that one collision took place in the day-time and the other during the night. It is also important to note Lord Watson's remark that if the conduct of the *Clan Sinclair* had been such as to throw the *Margaret* into difficulties and make it doubtful what course she ought to pursue, he could hardly have excused the *Clan Sinclair* from contribution to the collision. In the present case I have already expressed the opinion that the *Powan* was misled and thrown into difficulties by the conduct of the *Kwanglee*.

This case was followed in the *Monte Rosa*, [1893] P. 23, which also arose under the Thames rules of navigation. In that case a collision occurred in daylight in the River Thames between the tug *Contest* and the steamship *Monte Rosa*. The *Monte Rosa* was proceeding up the Thames in charge of a duly licensed pilot by compulsion of law. By his order, she was carrying her anchor with the shackle at the hawsepipe, instead of stock awash, as the rules required. The tug had been engaged for the purpose of taking the *Monte Rosa* into dock. Those on board of her were aware of the manner in which the anchor of the *Monte Rosa* was carried. The tug was proceeding the *Monte Rosa* up the river and, on arriving at a certain

point, the master of the tug, thinking that it was about time to get a rope on board the *Monte Rosa*, threw a line, which missed, then starboarded, and again threw a line; but this time the tug was so negligently handled that she sheered across the bows of, and came into collision with, the *Monte Rosa*. The tug sustained considerable damage, which was caused by the anchor of the *Monte Rosa*.

On these facts it was held by Gorell Barnes, J., that the owners of the steamer were not responsible, for though the Thames rule was infringed, the position of the anchor was a matter within the province of the pilot in navigating the vessel, and, secondly, though the steamer was guilty of negligence in breaking the rule, still the tug, by ordinary care, exerted up to the moment of the collision, might have avoided it, and the consequent damage.

In the course of the argument of counsel for the plaintiffs, the owners of the tug, the learned judge clearly indicated the ground on which his decision proceeded. He said—p. 25:—"As those in charge of the tug could see the anchor, must they not avoid it? Though they could see the anchor was in a wrong position, still they chose to run against it! Does not that bring the case within the principle of contributory negligence at common law?" In the result he held that, at the time when the tug sheered towards the steamer, no want of care was exhibited on the part of the steamer which could in any way have affected the matter, and that the tug was alone to blame. He therefore dismissed her claim, with costs.

It is instructive to compare this case with an earlier one in which a similar collision was dealt with. It is the case of the *Margaret*, L.R. 5 P.D. 238; S.C. on Appeal, L.R. 6 P.D. 76. That was an action of damage instituted by the owners of the dumb barge *E Wo* against the schooner *Margaret*. The collision took place under the following circumstances. The *Margaret* was anchored at a proper place in the River Thames, but having her anchor swinging by the cable perpendicularly from the hawse, with the stock of the anchor not awash, which was contrary to the 20th rule of the rules and by-laws for the navigation of the River Thames. The *E Wo* was proceeding up Blackwall Reach with a cargo of tea shortly after midnight, and was navigated by two men who were rowing her, and by reason of their negligence she came into contact with the *Margaret* and the fluke of the *Margaret's* anchor penetrated the side of the barge, making a hole through which the water entered and damaged the cargo of tea.

The owners of the *Margaret* put forward, in their statement of defence, the same defence which succeeded in the case of the *Monte Rosa*, namely, that those on board the *E Wo* might, by the exercise of ordinary and reasonable care and skill, have avoided the collision.

Sir R. Phillimore expressed his opinion that the collision was caused by the careless navigation of the barge, he pronounced her alone to blame for the collision, and he dismissed the action, with costs.

On appeal, the Court of Appeal reversed this decision, holding that both vessels were to blame, and that the owners of the *E Wo* were entitled to half the damage sustained. The following judgment was delivered by James, L.J.:—"In this case we have no doubt that the barge was negligently navigated, but it appears to me that we must consider what the form of the action is, and how the damage was caused. The action is by the owner of the barge, who says, 'your anchor was in an improper place, and by its being so improperly placed my barge came into contact with it. It made a hole in my barge and did a great deal of damage.' That is the cause of action. The damage was done immediately by the contact of the improperly placed anchor with the barge. Is it a conclusive answer to say, 'True it is I had my anchor improperly placed; true it is it came into contact with your barge; and true it is that if the anchor had not been there no damage would have been done. But you are the person who led to the wrong, because if your barge had not been improperly navigated the collision would not have happened, and the damage would not have occurred; and therefore it was you who caused the damage?' It appears to me that that plea cannot be sustained. The true plea would be to say, 'True, it is my negli-

gence caused your damage, but without your negligence my negligence would have caused you no damage.' There is no contributory negligence unless it leads substantially to the cause of action. This is simply a case in which both parties are equally to blame, because both parties through their own fault caused the damage. Therefore, according to the Admiralty rule, the damage is equally divided between them."

It appears to me that there is a considerable resemblance between the facts and circumstances of this case of the *Margaret* and of the case before the Court. In each case there was a vessel in motion which ran into a vessel at rest. In each case the vessel in motion was held in fault for negligent navigation, and but for that negligent navigation there would have been no collision. In each case the vessel at rest was anchored or moored in a proper and customary place, and if that were all, the onus cast on the moving vessel to relieve herself of the blame for the collision would be overwhelming. But in each case there was something belonging to the vessel at rest which was improperly placed: in the case of the *Margaret* it was the anchor hanging against the rule, in the case of the *Kwanglee* it was the unlighted stern projecting into the fairway against the law. I can discern no difference in principle between the anchor and the stern in the two cases. In each case the moving vessel came into collision with that something which was not in its proper place, suffering damage from it in both cases and also causing damage to it in one case. But for the improper presence of that something there would have been no damage in the case of the *Margaret* and no collision in the case of the *Kwanglee*. In saying this I do not lose sight of one of the findings already set out, but I will refer to that finding presently. And, lastly, it is clear that in each case the moving vessel was unable to make out the presence of this something improperly placed until it was practically too late to do anything to prevent a collision with it.

Let us then apply the principles explained in these cases to the case now under consideration. What is the result of that application? Is it true that, although the collision between the *Kwanglee* and the *Powan* would not have occurred without the negligence of the *Kwanglee*, yet the *Powan* could with ordinary care have avoided it? I cannot think it to be so. For this doctrine necessarily implies, in my opinion, that the vessel which could, with ordinary care, notwithstanding the negligence of the other vessel, have avoided the collision, has become aware, or has at any rate had the means of becoming aware, of that negligence and has had a reasonable opportunity of counteracting it, but has failed to exercise that opportunity. This point seems to be clearly brought out in the cases of *Cayzer v. Carron Company supra* and the *Monte Rosa supra*. What are the facts here with reference to this point? When did those on board the *Powan* discover the wrong position of the stern of the *Kwanglee*; what opportunity did they have of counteracting the negligence involved in that position; and what use did they make of that opportunity? It is not quite clear at what distance those on board of the *Powan* first made out the anchor light and the 'tween deck lights of the *Kwanglee*, but it would seem to have been somewhere between 300 feet and 1,200 feet. The master and the second officer of the *Powan* state that they did not make out the unlighted after-part of the *Kwanglee* until the *Powan* was about 150 or 160 feet distant from her. This is borne out by Captain Cannan, who says that, when coming in in the *Kwonghoi* that night, he first made out the *Kwanglee* at about 200 feet distance, including her stern, which he described as "perfectly dark." The evidence for the Respondents on these points may be compared with that of Mr. Adair, the chief engineer of the *Kwanglee*, who was called on behalf of the Appellants. He was on shore that night and returned on board the vessel at 11.15 p.m. He said:—"There was an anchor light on the foremast, a light on the port gangway, and lights showing through the ports on the 'tween decks. I could see these lights as I came to the steamer from the East side. Coming along the Praya I noticed the port lights about 200 yards off. At that distance I could see all the hull of the steamer



from the bows to within 30 feet of the stern. I did not notice the stern until I was on the wharf." I am satisfied that those on board the *Powan* became aware of the unlighted after-part of the *Kwanglee* as soon as they could be expected to do so. The *Powan* was at that moment moving towards the *Kwanglee* at an angle of about 80 deg. and inside of a line drawn through the stern of the *Kwanglee* and parallel with the shore. She was moving at a speed of about six knots. Having regard to the position of the two vessels, it does not need much nautical skill to know that the only thing the master of the *Powan* could do to endeavour to avert a collision was to put his helm hard-a-starboard and go full speed astern. This he did immediately; the orders were obeyed; and the vessel's head went off about a point and a half to port. But it was too late, and the *Powan* struck the *Kwanglee* in the way already described. In my opinion those on board the *Powan* became aware of the wrongful position of the stern of the *Kwanglee* too short a time before the collision to admit of their taking any effective measures to counteract the danger flowing from that position. I think, therefore, that the doctrine of collision to which I have been referring does not apply in the present case.

But it is to be remembered that the Nautical Assessor has advised the Court that, assuming the *Kwanglee* not to have projected beyond the end of the wharf, the *Powan*, manœuvring as stated by her officers, would still have come into collision with her, although only to a comparatively slight extent. In this opinion he is not in accord with the Assessors in the Court below, who thought that in that case the *Kwanglee* would not have been struck. So far as I can form an independent opinion, I am inclined to think that there would have been impact between the starboard side of the *Powan* and the stern or port quarter of the *Kwanglee*, but that it would not have been at all serious in its character. Yet it may be said that this conclusion shows that the *Powan* was in fault, irrespective of the question about the projecting stern of the *Kwanglee*. But then this conclusion, apparently unfavourable to the *Powan*, necessitates the consideration of some other questions. What was the effect upon the *Powan*, in her earlier course, of the other neglects found against the *Kwanglee*? For instance, if the green light on the wharf had not been obscured, would not the *Powan* have made a more favourable approach to the fairway? If there had been a stern light on the *Kwanglee*, would not the *Powan* have refused to give way to the launch, or at any rate have slackened speed or stopped, seeing that by porting her helm she was running into something like a *cul de sac*? And, lastly, if the *Kwanglee* had made warning signals when she first sighted the *Powan*, would not the latter have been able to take measures in time to avoid a collision? It seems difficult, if not impossible, to say that these or some of these questions should not be answered in the affirmative, and if so it follows that on the balance of probabilities, the negligence of the *Kwanglee* contributed to the collision.

This may seem a hypothetical way of dealing with the matter, but such a way was adopted in the *Swansea v. the Condor*, L.R. 4 P.D. 115. There the steamship *Condor* came into collision in the River Thames with a barge which was the last of three in tow of a steam tug and was not carrying a light as directed by the rules of the Thames Conservancy; but there was no evidence that the want of a light contributed to the collision. It was held by the Court of Appeal, reversing the decision of the Admiralty Court, that the steamer was not to blame, and that she might have acted differently if the barge had carried a light. James, L.J., said, at p. 119:—"But though the steam-tug could not stop, there was no notice given to the *Condor* that that was the state of things; there was nothing to inform the *Condor* of the fact that there was a train of barges behind the tug, and, in the absence of that intimation, the circumstances were so likely to throw the *Condor* into a difficulty that I cannot consider that we ought to hold the master of the *Condor* to blame for not having done that which he might have done; or, rather, for having done that which he probably would not have done if he had known what the state of things was, and if he had received that full information which he ought to have received from

the tug and barges, by the exhibition of that light which plainly by the rule ought to have been exhibited."

It was argued by Mr. Francis that the carrying of a fixed stern light by the *Kwanglee* would have been actually misleading, and especially to vessels coming from the east, and further that it would have been an infringement of Art. 1 of the Regulations for Preventing Collisions at Sea. But as to the first point it may be observed, first, that, as a matter of fact, the other vessels of the Appellants are proved to have carried stern lights while moored at their wharf, and, secondly, that if the Regulations had applied she would have been bound to do the misleading thing by carrying the stern light. As to the latter point, the Regulations prescribe the carrying of a stern light for a vessel like the *Kwanglee*, and although in my opinion the Regulations do not apply and therefore she was not bound by express provision to carry such a light, still there is nothing in Art. 1 to prevent her from carrying it, if she desired to do so.

For these reasons I remain of opinion that the *Kwanglee* was also to blame for the collision, and I think that this appeal should be dismissed with costs. *J. W. Carrington, C. J.*

Mr. Justice Wise said:—These cross actions were brought in consequence of a collision which took place in the harbour on the morning of the 25th of January last at about 1 a.m. between the steamship *Powan* and the steamship *Kwanglee*. The *Powan* was on her way from Canton to Hongkong and ran into the *Kwanglee* whilst moored at her wharf. On the evidence before him the learned Judge in the Court below, who was assisted by two nautical assessors, decided that both vessels were to blame. From this decision, in so far as it affected the *Kwanglee*, the owners of that vessel appealed. The owners of the *Powan* did not appeal, so that the question for this Court is whether the *Powan* is wholly or partly to blame. For the purpose of considering this question the conduct of those in charge of the *Kwanglee* on the morning of the 25th of January. Now the facts, as disclosed by the evidence, with reference to the *Kwanglee* are as follows.

The *Kwanglee* was moored, which I take for the purposes of this decision to be the same as anchored, towards the shore at her owners' wharf and in her usual way. This wharf practically forms part of the southern boundary of the fairway of the harbour and has a green light (as required by a local enactment) on the corner nearest to the stern of the *Kwanglee*. The *Kwanglee* carried the usual riding light in the fore-rigging and her stern projected beyond the wharf into the fairway for about 35 feet and this portion of her was practically unlighted. The *Kwanglee* also was moored in such a manner that she prevented any vessel, approaching in the same way as the *Powan*, from seeing the green light on the wharf. Two quartermasters were on watch on the *Kwanglee*, but only one was called and from his evidence, although he saw the *Powan* some 300 yards off, and again later on, he never did anything to attract the attention of those on board her.

Now to consider these facts in detail. First, with regard to the light carried by the *Kwanglee*. I use the word light in the singular advisedly, as I consider that the light burning at the gangway and those reflecting through the ports have no bearing on this case. It seems clear that Article 11 of the last Regulations for the Prevention of Collisions at Sea does not apply to this case (see Article 30). We are therefore thrown back on our local enactments, if any.

Ordinance No. 26 of 1891 section 27 sub-section 2 is as follows:—"Every master of a ship, hulk, or other vessel, not being a boat propelled by oars, being at anchor in the waters of this Colony shall from sunset to sunrise cause to be exhibited 'a bright white light at the place where it can be best seen, but at a height not exceeding twenty feet above the hull, and in default shall be liable to a penalty not exceeding one hundred dollars.'"

Now it seems to me that where a vessel is moored against a wharf with her bows into shore and her stern projecting at right angles from the land into the fairway for a distance of 35 feet, with practically no light whatever on any portion of that projection, the place where the light can be best

seen is not in the fore-rigging, but at the stern, and in this opinion I am supported by the nautical assessor in this case. It is true that according to the evidence the *Kwanglee* has been in the habit of mooring in the same way at the same wharf without a stern light, but the evidence shows that the captains of other steamers belonging to the same owners were in the habit, when mooring at this wharf, of exhibiting a stern light, indicating that in their opinion such stern light was desirable from a seaman's point of view. Under these circumstances I think that the absence of the stern light brings the case within the limits of Article 29 of the said Regulations which reads thus:—"Nothing in these rules shall exonerate any vessel or the owner or master and crew thereof from the consequences of any neglect to carry lights or signals or of any neglect to keep a proper look out or of the neglect of any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case." This is also the view taken by the nautical assessors. I think also that such neglect contributed to the collision.

Next, with regard to the obscuration of the green light on the end of the wharf by the projection of the stern of the *Kwanglee* into the fairway. It is clear that the light was directed to be put there by the local legislature for the purpose of marking the position of the wharf, and it is clear that if the light might be obscured there was no reason for its presence.

Now the uncontradicted evidence given on behalf of the *Powan* shows that her officers were in the habit of looking upon that light as a leading mark in making for the fairway, and I am of opinion, in which I am confirmed by the nautical assessor in this case, that the obscuration of that light by the projection of the stern of the *Kwanglee* into the fairway coupled with the absence of a stern light was calculated to mislead the *Powan*, and I further think that by mooring in such a manner the captain of the *Kwanglee* showed a want of reasonable and seamanlike skill and I think that his conduct in this respect contributed to the collision. Again, with regard to the look-out on the *Kwanglee*, it seems to me that the quartermaster on duty ought to have taken (as for instance showing a light or otherwise) some means of informing those on board the *Powan* of the position of the *Kwanglee*, but on his own showing he did nothing even up to the last. I therefore agree with my nautical assessor that this failure brings the case within the scope of the Article 29 previously mentioned. On the above facts I am of opinion that the conduct of those in charge of the *Kwanglee* showed a want of reasonable and seamanlike skill and contributed towards the collision.

But granting all this, it was argued on behalf of the Appellants that in consequence of the faulty navigation of those in charge of her the *Powan* was placed in such a position that the collision was inevitable and that the absence of a stern light, the obscuration of the green light, and the obstruction of the fairway by the stern of the *Kwanglee* could not have contributed to the collision.

The evidence on behalf of the *Powan* is that she had to change her course to avoid a police launch. Counsel for the Appellants contended that the story about the launch was purely imaginary and invented simply to explain the extraordinary manœuvring of the *Powan*. This entails an inquiry as to whether there was a launch there or not, and we were asked to give a decision on this point. The appellants rely on the evidence of P.C. Landell as to this, but I must say that in my opinion his evidence was not altogether satisfactory both with regard to his alleged ignorance of complaints against police launches and also as to the impossible position in which he placed his launch, and I am inclined to believe the evidence of those on board the *Powan*, strengthened as it is by the evidence of P.C. Lithiby, who described the course taken by the *Powan* when approaching the wharf.

A further argument was also raised on behalf of the Appellants, viz., that the *Powan* could recover nothing even though the *Kwanglee* was guilty of negligence as aforesaid, if the *Powan* by the exercise of reasonable care could have avoided the collision, that is, as it seems to me, that the *Kwanglee* could not be liable for what



ever she had done or left undone provided the *Powen* did not do something she ought to have done. Great stress was laid on this point by counsel for the Appellants and numerous cases were cited. It is clear from the judgment of the Court below, which is not appealed from, that the *Powen* was not navigated with seamanlike skill, yet holding as I have done that the conduct of those in charge of the *Kwanglee* also showed a want of reasonable and seamanlike skill, it seems to me that if this argument is carried as far as the Appellants contend it ought to be, it would be a very difficult thing to find both vessels to blame under any circumstances. However, I am of opinion that the absence of a stern light and the obscuration of the green light and the failure of the quartermaster to make any signals prevented those on board the *Powen* from seeing the unlighted stern of the *Kwanglee* projecting into the fairway (which projection they had no reason to expect) until the collision was inevitable. I therefore am of opinion that the *Kwanglee* is partly to blame, and that this appeal should be dismissed with costs.

Alfred C. Wise,  
26th July. P. J.

#### IN SUMMARY JURISDICTION,

BEFORE MR. JUSTICE WISE (PUISNE JUDGE.)

#### CLAIM AGAINST A CONTRACTOR.

W. Danby, architect, sought to recover from Ip Pui Shang, contractor, Hollywood Road, certain plans and other documents, or their value, \$100.

Mr. Looker appeared for plaintiff and Mr. Gedge for defendant.

Mr. Looker said this action arose out of a building contract made between defendant and Joseph R. Michael, defendant agreeing to erect to the satisfaction of William Danby eight dwelling houses on inland lots Nos. 1,390 and 1,391, Kennedy Road. By the contract, with which drawings, specifications, etc., were incorporated in the usual manner, these eight houses were to be built on or before the 1st day of June, 1899, it being further provided that four of them were to be completed by the 10th of February, 1899. It was also provided that on the completion of the contract the specifications, drawings, etc., should be returned in good order to the engineer. The contractor was instructed to commence to build four houses to begin with, being informed that he would receive notice when to go on with the others, but he objected to this, wishing to build the whole eight at once. As the result negotiations took place between plaintiff and defendant which ended in the contract being let to another man. Defendant had been repeatedly asked for the plans, etc., but had refused to return them.

On the suggestion of his Lordship the case was withdrawn, an arrangement being come to between the parties whereby defendant returned the plans to plaintiff and retained copies of the specifications, etc.

#### SPANISH-AMERICAN WAR.

#### THE AMERICAN TROOPS AT CAVITE.

[FROM OUR CORRESPONDENT WITH THE AMERICAN FLEET.]

Manila Bay, 17th July.

The second expedition under General Green has arrived. The *China*, carrying the General and the 1st Colorado Regiment of 1,050 men under Col. Irving Hale, the companies of the 18 U.S. infantry of regulars, Battery B of Utah artillery, and a detachment of regular engineers from Willett's Point, New York, making in all about 1,300 men, came into the bay on Saturday afternoon and anchored at 3.30 o'clock. She met the *Boston*, which had been sent out to welcome the transports, near the upper end of Luzon, and on being told that everything was all right, came ahead at full speed and made Manila Bay about 12 hours before the *Boston* arrived with the *Zealandia*, *Colon*, and *Senator* this (Sunday) morning. The total number of men in this second expedition is over 3,500, which makes the army strength in the Philippines

now over 6,000. With the 6,000 more due here in another ten weeks the entire force will approximate 12,000. These 12,000 are first class men and will give a good account of themselves in battle. A considerable portion of these are volunteers, but they are going at their work like veterans and show no signs of hesitancy in preparing for actual fighting. If any fun is poked at the American troops here, it should be done before there is an actual combat between them and the enemy. Unless I am greatly mistaken, when the fighting is over jokes will not be in order but terms of praise of the bravery and skill. This is not said because I am prejudiced in the favour of the soldiers, but because I have seen enough of men to be a fair judge of their quality. No doubt it would be better if all were regulars, but not being such, they are, however, destined soon to be, unless all signs fail.

When the *China*, which everybody in Hong-kong knows so well, came up alongside the other ships anchored off Cavite, she was greeted with round after round of cheers, which were returned with much vigour. Again when the *Colon*, *Senator*, and *Zealandia* steamed through the squadron this morning to the designated anchorages every naval vessel passed gave them a welcome they will not soon forget. What with the cheering and bands playing there was abundant evidence that the arrival of the troops was an event not to be overlooked.

General Green has made his calls on Admiral Dewey and General Andersen and the latter have reciprocated.

On the *Zealandia* is the 10th Pennsylvania Regiment of Volunteers of about 800 men commanded by Colonel Hawkins. With them is Battery A Utah Artillery. These Pennsylvania boys pride themselves on perpetuating the good name won by the famous 10th Regiment that among others represented the State so well in the Civil War.

On the *Senator* is the 1st Nebraska regiment of volunteers commanded by Colonel John P. Bratt. They number almost an even thousand men. With them are the famous Thureton Rifles, the crack company which won the national competition last year and a prize of \$5,000 for drilling, marksmanship, and general efficiency. They are commanded by Captain Taylor.

On the *Colon* is a fine body of Regulars, including two companies of the 18th Infantry, 4 companies of the 23rd Infantry, and a Battery of Light Artillery. Colonel Bailey is in command.

On the whole the health of the men has been excellent all the way from San Francisco, and for the greater part of the journey the sea was quite smooth. No storms were encountered.

Four men died *en route*. Among these was Lieutenant Jacob H. G. Lazelle, of the 18th Infantry, a graduate of West Point and a son of Colonel Lazelle, retired, of the U.S. Army. He was a victim of measles combined with meningitis. He died July 12th but his body was embalmed and brought to Manila, where he will be buried with military honours. Another death was that of Elener B. Maddox, Co. B. 18 infantry, who suffered from a similar illness. These two men were regulars. Two volunteers also died, Sergeant George L. Geddes, of Co. C., 1st Regiment Nebraska, and Walter W. Wise, a member of the Colorado band. The former was a victim of spinal meningitis and the latter of pneumonia. I mention these particulars because when anyones dies, the question is invariably asked who he was and what was the matter, even if the questioner has no particular interest.

This group of transports left San Francisco June 15th, and Honolulu the 25th. The *China* could have made Manila Bay sooner but could not leave the other vessels, which are slower. When they left Honolulu, the *Monterey* with the collier *Brutus* was to start the following day. She should reach Manila in another week and will be closely followed by the *Monadnock*. When these two fighting craft arrive Admiral Dewey will have nine vessels capable of going into battle aside from the little *Cullao* and the *Manila*, which have both been fitted with guns.

Yesterday General Andersen with several staff officers made a trip to Malabon, north of Manila, so that he could personally see the conformation of the land. Already the officers of the staff as well as some from the California and Oregon regiments have made reconnais-

ances all about Manila. It did not take the Americans long to become acquainted with the environs of the city. By this time they know where every Spanish trench is located and have even made maps showing the wooded and clear land. The Spaniards may not be used to such methods, but it is Yankee enterprise.

A large battalion of the California regiment is already at Paranaque and by the time this letter is published there will be not less than five thousand men within a few hours march of the heart of Manila. The officers cannot give the forward order any too soon for the rank and file.

It may seem strange to some that there has been so much delay in taking Manila, but those who criticise should remember that if Admiral Dewey would resort to bombarding, which might mean the destruction of British, German, French, Japanese, and native property as well as Spanish, he could capture the city to-day, but he desires to effect its surrender with as little loss as possible to all concerned. Again, it would be disastrous to proceed without sufficient men to make sure of victory by land and of policing the town. He has the men now and it will not be long before Manila must capitulate or yield unconditionally.

The insurgents are working closer and closer towards the inner limits of Manila and are suffering no serious reverses. There has been very sharp fighting near Malate the last few days. Yesterday evening there was a long period of firing during which the Spaniards used mortars as well as field guns to shell the insurgent lines, but all their firing seemed to have no effect. General Aguinaldo's new headquarters at Bakor suit him better than those at Cavite and he says that his forces do better when he is near them.

Admiral Dewey is not troubled any longer about his coal supply. A few days ago the ship *Ellen A. Read*, of Yarmouth, Nova Scotia, arrived from Newcastle, New South Wales, with 2,610 tons of coals aboard, while the next day came the steamer *Nyanza* from the same place with over 5,000 tons of coals. Both are British vessels. The Admiral now has at his disposal over 10,000 tons of good coal and need not worry about getting the supply in Manila.

Cavite Bay presents a wonderfully busy appearance. Counting warships, transports, and colliers there are nearly 25 anchored off Cavite point. If the foreign fleet off Manila is included there is more tonnage than ever before in Manila Bay.

The Germans have been quieter of late. Perhaps discretion is the better part of their valour at last. The excitement over the Subig incident is concluded.

The Japanese man-of-war *Naniwa* has just arrived. The *Wuotan* leaves to-morrow morning early with the mail.

The situation is quiet but full of possibilities.

LATER.

Since writing the first part of my letter the glorious news has come of Sampson's great victory off Santiago. What enthusiasm! What cheers! The jollification on the American men-of-war almost equalled that after the decisive combat of May 1st. As soon as Admiral Dewey had read his telegrams he ordered Lieutenant Rees, executive officer, to call the men to quarter and read to them the splendid news. Hardly had the Lieutenant concluded reading where a cheer broke forth that ought to have been heard in Manila. Then the news was passed on to the other vessels, including the transports, and the shouts of thousands of men told well their feelings. I personally called on the Admiral to learn his views of the result of Santiago and found him surrounded by his captains rejoicing over the telegrams. He was as much pleased as if it were another victory of his own and did not begrudge Sampson any of his honours. He commented on the similarity of the battle off Santiago to that in Manila Bay in the ineffectiveness of Spanish fire, the scuttling and burning of ships, and the small loss of life on the American side. While everybody here agrees that the victory of Sampson was a great one, no one concedes that it in any way surpasses the splendid triumph of Admiral Dewey on May 1st.

Naturally the question arises: what effect on the situation here has this news of the Santiago battle and the rumoured return of the Spanish



fleet that had started for the Philippines? This question is easily answered. It will have no effect beyond possibly hurrying up the landing of troops in the suburbs of Manila and preparing for a general attack on the city. Not that any time would be lost as it is, but that the news will cheer the officers and men to greater effort. Unless orders from Washington to the contrary come, there will be no time lost in getting things into such shape that the land forces can co-operate with the fleet for the early capturing of Manila.

I have just heard that reports have been sent to Hongkong of great sickness among the American troops. Let me say that aside from a few cases of diarrhoea, fever, prickly heat, and measles (isolated), numbering in all not over 50 among 6,000 men, there is no serious illness. I have been around through all the regiments and know whereof I speak. In fact I am surprised that there is not more illness.

#### PROCLAMATION BY AGUINALDO.

#### AN EXTRAORDINARY DOCUMENT.

#### CONSUL WILLIAM'S VIEW OF THE SITUATION.

##### THE INSURGENTS REPULSED.

Hongkong, 23rd July.

During the last two days we have had no lack of news from Manila. On Thursday morning the German steamer *Wuotan* arrived with a heavy mail; on the evening of the same day another German steamer—the *Petrarch*—brought more letters, and yesterday at noon the Japanese cruiser *Akitsuishima* followed suit. There are apparently no fresh developments. Fifteen hundred of the new troops have been landed between Manila and Cavite, and the *Boston* and *Callao* lie close at hand so that their services would be at once forthcoming if the troops were attacked. Captain Lamberton, of the *Olympia*, is on the sick list.

The news with regard to the Insurgents is not such as will give satisfaction to the authorities at Washington. There are more divisions in their ranks than ever, and in consequence it is not surprising to learn that they have experienced several repulses latterly. They have been driven back south of Malate towards Cavite and have lost a few miles of territory there. As the result of a brush with the Spaniards on Saturday night 15 of the Insurgents were wounded. They were taken to the camp of the Californian men for treatment. Aguinaldo seems to be in a fair way of losing the good opinion formed of him at the opening of the campaign and held for some time after by his American allies. His successes have to some extent turned his head, and he has begun to act as though when the Spaniards have been driven out of the Philippines he is to be lord and master of the whole archipelago. It would be well if he and his compatriots would listen to the advice of those who have their welfare at heart. Consul Williams, who has done all he can to guide him aright, writes to Consul-General Wildman as follows:—"If Aguinaldo could comprehend the United States of America he would at once become subordinate, hoist our flag, and look to us for honour and emolument, which would be liberal and lasting, and be followed by the largest measure of solid advantage to his people."

#### THE PHILIPPINE CONSTITUTION.

Decrees have been issued by Aguinaldo establishing a constitution for the Philippines and ordering the insignia of the various public officers. The provisions on the latter point will perhaps present themselves in rather an amusing light to the admirers of the straightforward and dignified simplicity of George Washington, whom Aguinaldo might fittingly have taken as his model in his attempts to establish a republic. The following *precis* of two of the decrees has been made for the *Daily Press*:-

Don EMILIO AGUINALDO FAMY, President of the Revolutionary Government of the Philippines and General-in-Chief of the Army.

This Government being desirous to demonstrate to the Philippine nation that one of its ends is to combat with a firm hand the inveterate vices of the Spanish Administration, substitut-

ing for the personal luxury and extravagant ostentation which make it crooked, heavy, and torpid in its movements, a more modest, simple, and expeditious public service, I decree as follows:-

##### CHAPTER I.—OF THE REVOLUTIONARY GOVERNMENT.

Art. I.—The Dictatorial Government shall henceforth be styled the Revolutionary Government, its object being to strive for the independence of the Philippines until the free nations including the Spanish shall expressly recognise it, and to prepare the country for the establishment of a true Republic.

The Dictator shall henceforth be styled the President of the Revolutionary Government.

Art. II.—There shall be established four Government Departments, one of Foreign Affairs, Marine, and Commerce, one of War and Public Works, one of Police, Internal Order, Justice, Education, and Health, and one of Finance, Agriculture, and Manufacturing Industry. The number of Departments may be increased when circumstances so require.

Art. III.—The Departments to assist the President in the despatch of public business. Each Department to be presided over by a Secretary.

Art. IV.—Provides for the division of the Department of Foreign Affairs into Sub-departments.

Art. V.—Makes similar provisions with regard to the War Department.

Art. VI.—The other Departments to be sub-divided according to the requirements of the service.

Art. VII.—The Secretary to be responsible for the work of his Department in conjunction with the President of the Government. Each sub-department to be presided over by its own head with a sufficient staff.

Art. VIII.—The President will nominate of his own free choice the Secretaries of State, and in agreement with the latter the subordinates of each department. Favouritism is nevertheless to be avoided it being understood that the good name of the country and the success of the Revolution require the services of the most competent persons.

Art. IX.—The Secretaries of State are to assist in the Revolutionary Congress, may make motions in the name of the President and may be questioned by any of the Representatives, but shall not take part in any division upon such motion or upon the subject upon which they have been questioned.

Art. X.—The President of the Government is the personification of the Philippine nation and in this sense is accountable to no one while exercising his office. This shall continue until the Revolution succeeds, unless he should be compelled by extraordinary circumstances before that to present his resignation to the Congress, in which case the latter shall elect whomsoever they shall deem most capable.

##### CHAPTER II.—OF THE REVOLUTIONARY CONGRESS.

Art. XI.—The Revolutionary Congress is the reunion of the representatives of the provinces of the Philippine Archipelago, elected in the form provided in the decree of the 18th inst. If any province is unable to elect a representative owing to the greater part of it not having been delivered from Spanish domination, the Government may nominate provisional representatives for such provinces.

Art. XII.—Upon the Representatives assembling at the seat of Government and in the building appointed for the purpose they shall elect by a majority of votes a committee of five to examine the qualifying documents of each member, and another committee of three to examine the documents of the members of the first named committee.

Art. XIII.—On the following day the Representatives shall again meet to consider the reports of the two committees and shall decide by a majority of votes the character of documents reported doubtful. They shall then proceed to the election of a President, Vice-President, and Secretaries of the Chamber.

Art. XIV.—The place in which the Congress deliberates is sacred and inviolable, and no armed force shall be introduced unless requested by the President of the Chamber for the re-establishment of internal order when disturbed by disorderly members.

Art. XV.—The functions of the Congress are to guard the general interests of the Philippine nation and the observance of Revolutionary laws, to debate and approve before ratification treaties and loans, and to examine and approve the budget presented annually by the Financial Secretary as well as extraordinary taxation.

Art. XVI.—The Congress shall be heard in all grave matters when time permits, but the President of the Government may settle those of an urgent character, informing the Congress by means of a message of the steps taken.

Art. XVII.—Any member of Congress may introduce Bills, as also may the Secretaries of State by order of the President of the Government.

Art. XVIII.—Sessions of Congress to be open except under exceptional circumstances, when secret sessions may be held.

Art. XIX.—Standing orders to be observed. The President of the Chamber to preside, but not to vote except when there is an equality of votes, when he shall have a casting vote.

Art. XX.—The President of the Government shall not in any way impede the meeting of Congress or embarrass the Sessions.

Art. XXI.—Congress to appoint a Judicial Committee with appeal jurisdiction and jurisdiction over certain public officers.

Art. XXII.—In the Secretariat of the Congress there shall be kept a Book of Honour in which shall be recorded eminent services rendered to the country and so recognised by Congress. Any Philippine, military or civil, may petition Congress to have his name recorded in the said book, presenting at the same time the documents establishing what he has done for the good of the country since the commencement of the present Revolution. For extraordinary services rendered hereafter the Government will propose the entries.

Art. XXIII.—Congress shall also grant on the proposition of the Government compensation to the families of those who have fallen victims to duty and patriotism.

Art. XXIV.—The resolutions of Congress shall not be effective until confirmed by the President of the Government. When the President considers any resolution inexpedient he shall explain to Congress his reasons, and if Congress still insists he may veto the resolution under the most strict responsibility.

##### CHAPTER III.—MILITARY JUSTICE.

Art. XXV. to XXX.—Provide a code of military justice.

##### ADDITIONAL CLAUSES.

Art. XXXI.—The Government shall establish abroad a Revolutionary Committee composed of an undetermined number of the most competent persons of the Philippine Archipelago. This Committee shall be divided into three Delegations, one of Diplomacy, one of Marine, and one of the Army. The Diplomatic Delegation shall negotiate with foreign Governments the recognition of Philippine belligerency and independence. The Marine Delegation shall organise the Philippine Navy and prepare the expeditions that the necessities of the Revolution demand. The Army Delegation shall study military tactics and the best form of organising the various corps of the Philippine army.

Art. XXXII.—The Government shall issue the necessary instructions for the execution of the present decree.

Art. XXXIII.—Abrogates previous decrees inconsistent with the present.

Done at Cavite, 23rd June, 1898.

EMILIO AGUINALDO.

DON EMILIO AGUINALDO Y FAMY, President of the Revolutionary Government of the Philippines and General-in-Chief of the Army.

In conformity with the provisions of the decree of this Government dated 23rd June last and the instructions accompanying it I order as follows:-

Art. I.—Appoints Senor Don Baldomero Aguinaldo Secretary for War and Public Works, Senor Don Leandro Ibarra Secretary of the Interior, etc., and Senor Don Mariano Trias Secretary of Finance, etc. The functions connected with Foreign Affairs, Marine, and Commerce will be provisionally attached to the Presidency pending the appointment of the Secretary.



Art. II.—The Senors appointed shall assume their respective offices, taking solemnly, on the day appointed for that purpose by the Presidency, the following oath: "I swear by God and my honour to obey the laws and regulations in force and faithfully to discharge the duties which I have voluntarily accepted, under the penalties established for the same. So mote it be." The said oath shall be taken before the President and the dignitaries he may invite to the solemn act, the swearer's right hand being placed on the gospels.

Art. III.—The Provincial and Municipal Directors and Chiefs on assuming their respective offices shall take an oath analogous to the above before the President and the Secretaries of the Government. Provincial Councillors, etc., shall take the oath before the Head of the Province.

Art. IV.—Prescribes the mode of official address.

Art. V.—Signatures to be attached to official orders.

Art. VI.—The Provincial Chiefs shall use as the emblem of their office a gold-headed staff with silver tassels. On the upper part of the head of the staff shall be engraved a sun and three stars. Municipal Chiefs shall carry the same staff, but with black tassels. Assistant Chiefs shall carry a silver headed staff with red tassels.

Provincial Councillors shall wear a triangular jewel of gold suspended from the neck by a chain of the same metal, a sun and three stars being engraved on the jewel. Delegates shall wear the same jewel, but in silver and with a silver chain.

Art. VII.—The President shall wear a collar of gold with a jewel similar to that above described and a gold whistle. The Secretaries shall wear a similar collar and jewel, and Directors the same in silver.

The President shall also carry a gold headed staff with tassels of gold.

Done at Paoor, the 15th July, 1898.

EMILIO AGUINALDO.

#### THE "MONTEREY" AND THE "MONADNOCH."

The monitor *Monadnoch* sailed from San Francisco, accompanied by the collier *Nero*, on June 23rd, the *Monterey* having left some 13 days before. We may, therefore, expect to hear of their joining the rest of the American squadron at Cavite before many more days elapse. The third expedition for the Philippines sailed from San Francisco on June 27th and is expected to arrive next week with General Merritt, whom the United States Government have appointed Governor. The expedition consists of six troopships.

#### THE KWANGSI REBELLION.

##### THE REBEL CHIEF'S PROCLAMATION.

The *Ling Hai Pao* (Canton) of the 22nd July says that the Kwangsi rebels consist of several tribes, mostly secret societies, and their secret marks are borne on their flags. Their leader is one Lee Lee-ting. When they recently took possession of Yung-hsien the leader styled himself Generalissimo of Hung Shun Tong and issued a proclamation which he dated "The first year of the Hung Shing Dynasty."

Recently the rebels were very close to Kwai-hsien and the people were so alarmed and distracted that they ran about in great confusion in fear of their lives. Commandant So Yuan-chow with one thousand soldiers proceeded to the place for its protection, arriving on the 17th July, and the people are now calming down. He sent an urgent despatch to the Governor of Kwangsi asking for further reinforcements for the protection of Chinchow and troops have now been sent to the last named place.

The following is the proclamation issued by the rebel chief:—

"A PROCLAMATION issued by the Rebel Chief LEE, of Hung Sun Tong, for the purpose of pacifying the people and opening the markets (i.e., resumption of trade).

"Whereas the fate of the present Tsing dynasty has been disastrous for a long time past and its government is weak, so much so that the foreign nations have encroached upon our lands and the mandarin soldiers are unable to protect the peo-

ple, who have been repeatedly squeezed and ill treated, I the Generalissimo have seen the troubles of the present time becoming so heavy upon the people that I have collected a faithful band and gathered together the braves to raise the great event (rebellion). No sooner did I begin operations than I took several cities as easily as if I were cutting bamboos. This shows that the fates are propitious to me, and the hearts of the people are leaning towards me. Ye people of the markets and villages, be ye scholars, farmers, labourers, or merchants, you must stick to your trade of buying and selling merchandise. Carry on your business properly and justly and you need not be afraid and run away. In case any of the brethren of Hung Sun Tong give you trouble or rob you or your goods, under any pretext whatsoever, come and report to me and I will have him beheaded without mercy, so that the people may live in peace. Let the people tremblingly obey.

"A Proclamation dated the 15th day of the 5th moon in the 1st year of the reign Hung Hing."

##### THE MOVEMENT SUPPRESSED.

The Kwangsi Rebellion is virtually at an end and a memorial reporting to that effect has been despatched by the Viceroy and Governor to the Tsung-li Yamen. The memorial is to the following effect:—

In the sub-prefecture of Watlam rebels stirred up a disturbance, which assumed serious proportions. The city of Yung-hsien, in the prefecture of Wuchow, fell into the hands of the rebels, but was recaptured. The cities of Shunkai and Ting-hsien were in imminent danger, and the cities of Hingip, Paklau, and Lukchuan, in the sub-prefecture of Watlam, were successively taken by the rebels, the cities of Pokpak and Watlam being also besieged. The soldiers of Kwangsi were few in number and the seat of the disturbance distant from Canton.

On the 1st July, on receipt of an urgent despatch from the Governor of Kwangsi, we immediately despatched ten regiments of soldiers, four for the protection of Wuchow and six for the protection of Watlam. The two regiments commanded by Chui Kwo-ngan and Chai Chui arrived at Wuchow on the 8th July and successfully recaptured the cities of Shunkai and Ting-hsien.

The two regiments commanded by Cheang Yuen-chai and Kwang Chee arrived shortly afterwards and hunted out and destroyed the rest of the local banditti.

The prefecture of Wuchow being thus pacified, the forces marched together to join the troops that were sent to the relief of Watlam, which is distant several hundred li from Wuchow.

The telegraph wires between Wuchow and Watlam having been cut, despatches had to be carried by soldiers, who in spite of the strong sun and heavy rain executed their errands most faithfully and promptly.

The regiments Sui and Yuan, led by the Tao-tai Pan Pai-chia, joined with the troops under the command of Lao Paug-shing, who together with a number of village volunteers, went on the 14th July to raise the siege of Pokpak. The rebels were defeated and over ten thousand of them retreated to the city of Watlam, into which the Sui and Yuan regiments pursued them. Commandant Lau Pong-shang also pursued them, arriving at Watlam at midnight. Being attacked on both sides the rebels were completely routed, and some seven or eight hundred of them were taken prisoners. The rebels were armed with old guns and rifles, but our soldiers were armed with new quick firing weapons. Commandant Chea Yuh, of the Sui-Yuan regiment, was wounded in the arm by a shot, yet he fought bravely till daylight and encouraged his men.

On the 15th and 16th July the cities of Hing-IP and Paklau were recaptured. On the 18th the city of Lukchuan was recaptured by Pun Ying, Chief Commandant of the soldiers in Kocho, and Fong Tsun, a military officer. The soldiers commanded by Mok Sin-chik, who were on the way to Watlam, met a large number of retreating rebels at Shikshing. The rebels, who were just on the point of encamping on a hill, were dispersed. The troops then marched to Watlam to co-operate with the other forces to attack the head-quarters of the rebels

in Yungchuen, which will be no doubt easily conquered.

This rebellion was regarded as very serious at first, a prefecture and a sub-prefecture being overrun, and the people were in great fear. It is owing to the august dignity of His Majesty that three districts were recaptured and four besieged cities relieved within the brief space of ten days, an achievement beyond expectation.

The Kwangsi soldiers have effected the capture of a rebel leader in Kwai-hsien named Chin Tai-shan, so that the prefecture of Chum-chow has been rendered quiet. The neighbouring prefectures have been molested by the rebels more or less, but the Governor of Kwangsi has sent troops to all the disturbed districts.

In the Kwai-hsien district we captured the rebel chief Cheao Tah Sow, and Chinchow is now at peace. There are some more rebels in other districts, but our troops under the command of So Yuan-chow will soon sweep them away and peace will be restored to the Empire. We most respectfully request that the Yamen will memorialise the Throne for the information of His Imperial Majesty.

#### HONGKONG SANITARY BOARD.

A meeting of the Hongkong Sanitary Board was held on Thursday afternoon under the chairmanship of the President (Dr. J. M. Atkinson, Principal Civil Medical Officer). There were also present the Vice-President (the Hon. F. H. May, Captain Superintendent of Police), the Director of Public Works (the Hon. R. D. Ormsby), the Acting Registrar-General (Mr. E. W. Brewin), and the Medical Officer of Health (Dr. F. W. Clark), the last named acting as Secretary.

##### MINUTES.

The minutes of the previous meeting were read and accepted as a correct record.

##### REGULATIONS FOR THE SALE OF POISONS.

Draft bye-laws for regulating the sale of poisons, to be made under sub-section 22 of section 13 of Ordinance 24 of 1887, were submitted and adopted by the Board, subject to the approval of the Legislative Council, the PRESIDENT proposing and the VICE-PRESIDENT seconding.

##### THE WATER CLOSET QUESTION.

Application was made for permission to erect trough (water) closets at the new married quarters to be erected on Kennedy road by the military authorities. The application came up at the previous meeting, but was adjourned.

The PRESIDENT—Can you inform us whether any drainage from the Chinese houses will go into the same sewers that these water closets would empty into?

The DIRECTOR OF PUBLIC WORKS—Oh, yes.

The VICE-PRESIDENT proposed that as the building in respect of which the application had been made did not fall within the category of buildings in respect of which the Board had decided the introduction of water closets should be restricted the Board refuses the application.

The MEDICAL OFFICER OF HEALTH seconded, reserving his remarks.

The DIRECTOR OF PUBLIC WORKS said that with regard to this question he would first quote the opinion of that eminent authority on all sanitary matters, one who knew well the condition of affairs in Hongkong and who had studied its wants thoroughly—Mr. Osbert Chadwick. This was what he said on the subject in clause 248 of his report on the sanitary condition of Hongkong:—"The more I consider the various methods of hand removal, the greater difficulty do I find in devising means for carrying them out practically and completely, so as to realise the advantages which their respective advocates claim for them. It has been shown that good drains are a necessity in any case for the removal of slop water, which forms about four-fifths of the total sewage, and it seems, therefore, obvious that the simple, cleanly, and efficient water carriage system is vastly preferable to all others, provided that conditions proper for its introduction exist, namely, a supply of water, good house drains and sewers, and a proper outfall." Again towards the close of his report, in comparing the different methods of dealing with the removal of nightsoil from public latrines, he says:—"As to the relative merits of these systems, assuming the existence of a supply of



water and of sewers fit for the conveyance of excreta, I consider the trough latrine to be decidedly the best, for it may be kept almost perfectly clean with a minimum amount of labour and attendance. It seems specially suited for public institutions, such as schools, gaols, native hospitals, and for the barracks of Chinese and Indian police or troops." In these extracts Mr. Chadwick was dealing with the question of the sanitation of the whole city, the Chinese included. If he had been only considering the best system for a small body of Europeans he rather thought he would still more strongly have urged the advantages of water carriage. And now he would refer to the report of the committee of the Sanitary Board which was opposed to the introduction of water-closets into Hongkong, and which it was urged should be their guide in this case and for the future. In the first place he noted that even before this committee had listened to evidence they "were from the first opposed to the introduction into the colony of water closets." He quoted the committee's own words. It was rather a strange confession to make, and one calculated to make one doubt that this committee approached the subject with an unbiased mind. However, he would let that pass. The committee then proceeded to give their reasons for objecting to the water-closet system. Here, he might remark that it seemed unfortunate that a commission on this very important question originally consisted of only three gentlemen and that only two signed the report, one of the members having been obliged to leave almost before the enquiry commenced. He maintained that it was absurd to contend that the Board should be for all future time bound by the opinions expressed several years ago by two members of the community. In the first place the committee said, "That the introduction into the sewers of large quantities of excreta, however carefully managed, is in this climate and under the local conditions under which the city is built on the side of a steep hill, a probable cause of danger to the health of the inhabitants and almost certain to cause disagreeable smells." This was rather begging the question. Another reason they gave was, "That the sewer outfalls, discharging as they do into the harbour, and in view of the rapid silting up of the foreshore and the absence of any current through the harbour and out to sea (all the ebb and flood being through the Lyemooon Pass) would in the course of time cause a dangerous nuisance along the sea shore and seriously defile the waters of the harbour." In this they were arguing on incorrect premises, and he had only to refer to the last letter in the report, from an officer presumably well acquainted with the flow of the tides in Hongkong, to prove his statement. Captain Hastings said, "Referring to the question of introducing water closets into the colony, the only remark I have to offer is that the suggested analogy between this port and Malta and Bombay does not exist, they being close harbours. Here we have a constant stream east and west with the ebb and flood tide causing a steady scour, as shown by the fact that Kellett Bank has not silted from the earliest surveys." The third reason only referred to the Chinese population, so had no bearing on the question before the Board. The fourth and most important reason was the following, "That even for the European portion of the town the introduction of water closets, even if otherwise desirable, is out of the question in view of the inadequacy of the water supply for general public requirements. If water closets came into general use an additional abundant supply of water over and above any now contemplated would be required for flushing purposes." Times had changed since 1894, when this report was written. The following addition had been made to the storage of water in the colony: 102 million gallons at Tytam, to be further supplemented by 27 millions at Wongneichong at the end of this year or in all 129 million gallons. In addition to this by the catch-waters leading to these reservoirs water from 300 additional acres was daily collected. In the absence of plans of the proposed trough closets and information of the number of persons who would use them, he could not say with any accuracy what the consumption of water would

be per diem, but he thought it would be outside the mark if he put it at 1,200 gallons. This multiplied by 365 days in the year gave an annual consumption of 438,000 gallons, or about one-third per cent. the increased storage supply. Was such a trifling consumption worth considering? It amounted to an annual expenditure of water less than one-sixth of the daily consumption in the colony. With regard to the evidence produced before the committee, a series of questions were compiled and sent out to various persons then in the colony, and replies were received from 19. These replies as a rule were very guarded, but he found that such eminent authorities as Colonel Preston, Captain Rumsey, Mr. Cooper, Mr. McCallum, Mr. W. St. J. Hancock, and Mr. J. Orange were more or less in favour of the water carriage system, if the proper conditions existed, which he took to be sufficient water, a perfect system of sewers, and tidal currents through the harbour. This bngbear of the pollution of the harbour was more imaginary than real. The floating Chinese population in the harbour was over 21,000. When the harbour was crowded with warships and passenger ships quite another 9,000 persons might be added, or 30,000 persons using the harbour daily in the same way as it was now proposed to let a few soldiers and their families use it—about 200 persons in all, he was informed. In conclusion he maintained that it would be absurd for the Board to consider itself bound by the recommendation of a committee of two persons who sat over four years ago not to consider cases affecting Europeans only like that now before them but the general adoption of water closets for the whole population of Hongkong, a committee, moreover, on their own showing, prejudiced before they had heard or weighed the evidence before them, a committee which started with erroneous ideas regarding the action of the tides in the harbour, and whose argument as to the inadequacy of the water supply no longer held good. He, therefore, opposed the proposition of the Vice-President.

The ACTING REGISTRAR GENERAL—How many servants are there in the Hongkong Hotel? You allow water closets there. There are about 100 I should think, or more.

The MEDICAL OFFICER OF HEALTH said his reason for seconding the resolution opposing the introduction of water closets was two-fold. First he was not yet convinced that there was or ever would be a water supply in this colony sufficient to serve water-closets even for the European population alone, and secondly the Chinese population of the colony were so unaccustomed to drainage arrangements generally, that was to underground house drains such as they had in use in Victoria, that the drains were constantly being choked, and that if they introduced excreta more than the small amount which was at present inevitably introduced into the sewers, there would be, he feared, an increase in the number of cases of typhoid fever and diphtheria amongst the population generally. With regard to the water supply, the Director of Public Works estimated that they had a storage of water at Tytam and Pokfulam sufficient for a population of 214,000 persons. At the present moment in the city of Victoria they had a population of 200,000, so they had only the small margin of about 14,000 persons outside their present storage supply. That was estimated on the basis of 15 gallons per head per day, and he thought the Director of Public Works would bear him out that the consumption in some districts was nearer 17 gallons per head than 15, so that they were getting near the finality of their water storage as it existed at present. Then he had a conviction in his own mind that within the next five years they would have to seriously consider the abolition of the reservoir at Pokfulam. The conversion of Mount Austin Hotel into a barracks for 400 soldiers, the increase in the number of houses which were being built at the Peak, and the increased demand for building sites at the Peak would, he was convinced, if not within five years certainly within ten years result in the abolition of the Pokfulam reservoir, which was situated in such a position that sooner or later it must go if the colony was to extend at the rate it was doing at present. The population of the city of Victoria was increasing at the

rate of five or six thousand per annum. Therefore with their reservoirs at Tytam only holding 400 million gallons, with an increasing population, and with a prospect of the abolition of the reservoir at Pokfulam, he was strongly of opinion that it would be inadvisable to introduce water-closets generally into this city. The argument of the Director of Public Works was largely based upon the question as to whether or not it was advisable to allow water-closets for a couple of hundred soldiers, but that to his mind was not the point at all. It was a question of principle. If they were to let the soldiers in the new barracks in Kennedy Road have water-closets what possible reason could they produce for refusing the private dwellings in Kennedy Road and Macdonald Road the same privilege? Another objection to the granting of the application was that the drain would discharge into the sewer in Queen's Road East, which also received a large number of drains from Chinese tenement houses. These drains were being constantly choked, constantly untrapped, and in the event of the application being granted the consequences would undoubtedly be very serious.

The VICE-PRESIDENT, referring to the remark of the Director of Public Works that this report was simply the opinion of two individuals, pointed out that it was adopted at a full meeting of the Sanitary Board at which three medical men were present. Therefore he thought the report carried considerable weight. He entirely endorsed the remarks of Dr. Clark when he said that he opposed the application on the ground of principle. That was the very reason why he (Mr. May) opposed it. The Board agreed, acting on the recommendation of this report, to allow water closets in a certain class of premises. Since they came to that decision they had had application after application for water-closets in various buildings in the colony, and if they gave way now and made an exception they weakened their hands.

The PRESIDENT said he was at one time in favour of granting the request on the ground firstly of cleanliness and secondly because Europeans would be living in these quarters, but having heard the remarks made by the Medical Officer of Health and that these trough closets would enter into the sewer which received the drains from many Chinese houses he felt he could not support the application.

The proposition was then put to the meeting and carried, Messrs. Atkinson, May, and Clark voting for and Messrs. Ormsby and Brewin against.

#### THE POLICE AND THE RECENT EPIDEMIC OF PLAGUE.

The Hon. F. H. May, Captain Superintendent of Police, reported as follows to the Acting Secretary of the Sanitary Board concerning the search parties of police during the recent epidemic of bubonic plague:—

"Police Office, 14th July, 1898.

"Sir,—I have the honour to forward for the information of the Board the following report on the work carried out during the recent epidemic of plague in connection with the house to house search for plague patients.

"The work, which began on the 19th April and ceased on the 11th June, was organised in the following manner:

"No. 2 health district was divided into two sections, and a search party consisting of two European police sergeants, three soldiers, and three Chinese constables visited each section on alternate days.

"No. 4 health district was divided into three sections, and a search party consisting of one European police constable, two soldiers, and three Chinese constables visited one section a day.

"No. 5 health district was divided into four sections, and a search party consisting of one European police sergeant, one European police constable, four soldiers, and three Chinese constables visited one and a half sections a day.

"No. 6 health district was divided into three sections, and a search party consisting of one European police constable, two soldiers, and three Chinese constables visited two sections a day.

"No. 7 and 8 health districts were divided into three sections, and a search party consisting of one European police constable, two soldiers, and three Chinese constables visited two of the sections each on alternate days.



"No. 9 health district was divided into three sections, and a search party consisting of one European police constable, one soldier, and two Chinese constables visited two of the sections each on alternate days. The remaining section in No. 8 health district and the remaining section in No. 9 health district were visited by a search party consisting of one European police constable, two soldiers and three Chinese constables each on alternate days.

"The total number of searchers employed was 45. There were 62 cases of plague discovered by the search parties. Of these 52 were alive and 10 dead. There were also eight cases of suspected plague removed to hospital which were pronounced not to be plague. All cases of plague or suspected plague, with the exception of those found in No. 9 health district, up to the 14th of May were removed in the first instance to the Tung Wa Hospital, where they were diagnosed by Dr. Chung and forwarded, if pronounced plague, to the plague hospitals. After the 14th of May the cases in No. 9 health district were also forwarded in the first instance to the Tung Wa Hospital.

There was only one complaint made by the public against the police engaged on house to house visitation. On investigation it was found to be without foundation. There were two complaints against the soldiers which were apparently well founded and the men were removed from this duty. Otherwise the soldiers did their work in a very orderly manner. The search parties worked from 9 a.m. to noon, and from 2 to 5 p.m. Each party was allowed half a day off duty once a week and 24 hours leave once a month.

"The sections into which the health districts were divided, with a memo. of the number of houses in each, are filed at the Police Office for reference in the future if desired."

The PRESIDENT proposed a vote of thanks to the Captain Superintendent of Police for the valuable assistance rendered by the police during the epidemic of plague. To show how the parties were organised he might say that there were practically no complaints made at all against them.

The DIRECTOR OF PUBLIC WORKS seconded. Carried.

#### THE LAUNDRYMEN AND THEIR GRIEVANCE.

A petition was transmitted to the Acting Secretary of the Sanitary Board from certain laundrymen concerning the occupation of public laundries for sleeping purposes. The petition is as follows:—

"A petition presented by the washermen of Hongkong complaining that their position is rendered insecure by the strictness of the law and the heaviness of fines inflicted on them, and asking that compassion may be shown on them and some beneficial measures devised, and that their petition may be forwarded to the Sanitary Board:

"Petitioners received the order of the Sanitary Board that the places used for washing and ironing clothes shall not be slept in, and on the 25th July, 1897, they received a reply to a petition by which it was permitted that their shops should be divided into two apartments, the front for work and the back as living rooms. After the partitions were put up the Secretary, Mr. McCallum, personally inspected the shops and approved of the arrangements. Petitioners have since observed this regulation. On July 6th a sanitary inspector without warning summoned the masters of washermen's shops at No. 8, No. 16, No. 22, and No. 40, Bridges Street, and charged them with allowing persons to sleep in the work room. No. 22 was fined \$10 and the others \$20 each. At the time of the inspector's visit on the night of July 5th, all the workmen were sleeping in the dwelling-rooms in accordance with the law. There was nothing on the ironing boards, but the inspector suspected people had been sleeping there. But the boards are damp and anyone sleeping on them would contract illness, and the workmen all know this and would not sleep there. Inquiries will prove that petitioners are not deceiving you, and that there is no reason for suspicion.

"In case the workmen are not even permitted to sleep inside the dwelling-rooms the petitioners' business will be seriously hampered. Rent is so high and materials so dear that it is impossible for them to afford to hire other rooms for their workmen, and the workmen themselves

have not the means to take lodgings for themselves, as their wages are so small and they may strike work. There are thus difficulties on both sides. Petitioners' business will certainly be seriously hampered by these restrictions. They, therefore, ask your honour to consider their difficulties and to address the Sanitary Board on their behalf."

The Acting Registrar General, writing on the 11th instant, said—"I have seen a number of the masters this morning. The master of the shop No. 16, Bridges Street, says the interpreter to the inspector who visited the shop told him that only one caretaker was allowed on the premises, and some of the other men said they had been told the same by the Captain Superintendent of Police this morning. Some of the men are afraid that they may have too many employes sleeping on the premises, and ask that their rooms may be measured and the number of inmates allowed painted up. Others want to know whether they are permitted to hang clothes up to dry in the cockloft above the dwelling-rooms, as in wet weather they have to bring the clothes back to the shop to dry. They ask that proceedings against them may be postponed until they are informed of the state of the law. They are all under the impression that some new regulation is being enforced."

The following minutes, dated July 13th, were appended:—

The Director of Public Works—"It seems very desirable that these people should know what they may do and what they may not do regarding the occupation of the rooms. The fines seem excessive for a first offence."

The Acting Registrar General—"I propose to move that this petition be considered at the next meeting of the Board."

The Captain Superintendent of Police—"There is a direct conflict of evidence. The prosecutors say the people were sleeping with the clothes. The defendants say they were not. I told them when they were in my office they must have been sleeping with the clothes and I expect they were. I should like to see the papers on which (as they allege) permission was granted to occupy half the shop as a bed-room."

The papers asked for having been circulated the following minutes were penned on the 19th July:—

The Director of Public Works—"In my opinion the arrangement said to have been approved by the late secretary should be still allowed, namely, the washing room divided into two by a strong bamboo partition, and the men allowed to sleep in one; the clothes being kept in the other."

The Acting Registrar General—"I think there will be less trouble in the end if the division of the floor into laundry and dwelling-room is done away with, and only two caretakers allowed to sleep on the premises."

The Captain Superintendent of Police—"I agree with Mr. Brewin. It will require a new bye-law, however."

A discussion ensued.

The MEDICAL OFFICER OF HEALTH read the two bye-laws affecting this question and said that the late secretary read the word "room" not as meaning necessarily a floor and held that if a floor was divided into two rooms by means of a bamboo partition the front part could be used as a laundry, and the back part as a sleeping room. That as a matter of fact was the interpretation which had been put upon the law up to the present moment, and the prosecutions which resulted in a strike among the laundrymen were prosecutions for sleeping in the same compartment that the European clothing was in.

The PRESIDENT said it was clear there would have to be an amendment of the bye-laws. He saw that one of them said that there should be only one caretaker with the clothes, but it was contended that one caretaker could not be responsible for the safety of the clothes and that there should be two.

The ACTING REGISTRAR-GENERAL thought the word "room" ought to be read as floor and that the laundry employes should be obliged to sleep elsewhere. This might result in a slight rise in what they had to pay for their washing, but he thought the employes ought to be removed out of these rooms.

The subject then dropped, it being understood that the amending by the bye-laws would be taken into consideration.

#### THE LOAN OF PLUNGERS TO PRIVATE INDIVIDUALS.

Mr. R. F. Drury, Acting Sanitary Surveyor, reported as follows to the Acting Secretary of the Sanitary Board with reference to the loan of plungers to private individuals:—

"Sanitary Board, June 14th, 1898.

"Sir,—I have the honour to request that you will lay the following proposition before the Board for their consideration.

"The blocking of traps and in consequence the flooding of yards and kitchens with sewage in the best of executed house drainage works is a very common occurrence, even in English towns, but more particularly in this colony, where the populace are of less intelligent character. These traps often remain blocked for some time, and it appears to me through two causes: first, that the public generally are not aware that they alone are responsible for the effective working of their house drains; secondly, that the poorer classes wish to avoid the expense of clearing the drain even if they are aware of their responsibility. For the information of those who are in a position to do so I would state that drainage plungers, patterns of which may be seen at any time at the Sanitary Board Office, can be obtained at the small outlay of \$3.50 for six inch and four inch combined plungers on one shaft and \$2 for single plunger to fit six inch or four inch trap.

"With regard to the poorer classes, I have asked the permission of the Captain Superintendent of Police, subject to the approval of the Board, to deposit drain plungers, which will be supplied by the Board, at the Police Stations in the villages and those east and west of the city and at the Sanitary Board Office in the central district, whence any person giving his name and address may obtain one on loan. These plungers are so constructed that they may be used with the utmost impunity by any person without damaging the trap to be cleaned.

"I consider that if the above suggestions are adopted there will be no further excuse for nuisances caused by stopped traps, the work of the inspectors of nuisances in this respect will be reduced to a minimum, and people offending in this respect will lay themselves open to substantial fines if brought before the Bench, which may be done straight away, without notice to the delinquents, as a contravention of bye-law 11 made under section 13 of Ordinance 15 of 1894, and as action taken in accordance with bye-law No. 26."

The following minutes were appended:—

The Director of Public Works—"The surveyor's scheme should have a fair trial. I am in favour of his proposals."

The Acting Registrar General—"I do not approve of any charge being made."

The Captain Superintendent of Police—"I agree with the proposal except as regards the charge. I agree with Mr. Brewin that there should be no charge."

The matter was allowed to stand over so that information might be procured as to the use made of the plungers at present at different police stations.

#### PLAQUE RETURNS.

A return from Formosa showed that for the week ended June 9th there were 47 deaths from bubonic plague in Formosa, there being 30 for the week ended June 17th. Since the outbreak there have been 1,193 cases altogether, of which 813 have died and 211 recovered.

A return from Bombay showed that from June 21st to July 4th 204 cases of plague were reported in the city of Bombay, there being 86 deaths.

The mortality returns for Macao for the week ending July 17th showed that there were two deaths from plague.

A return from Amoy showed that from May 16th to July 12th there were 1,279 deaths from plague, there being 44 deaths on July 12th.

#### THE HEALTH OF HONGKONG.

The Hongkong mortality statistics for the week ending July 16th showed that the death rate was equal to 15.7 against 16.9 for the previous week and 20.2 for the corresponding week last year. The rate for the week ended July 23rd was 15.5 against 25.5 for the corresponding week last year.



## THANKING MR. H. M. HILLIER

The VICE-PRESIDENT proposed a vote of thanks to Mr. H. M. Hillier, of the Chinese Customs, for the valuable assistance rendered by him during the recent epidemic of plague. Mr. Hillier kept them informed of the progress of the plague in the villages on the mainland and also furnished them with the districts and in some cases even the addresses from which plague patients who had slipped through the meshes of their net came.

The ACTING REGISTRAR-GENERAL seconded. Carried.

The Board then proceeded to consider the conservancy contract for 1898-1901.

## THE BANK NOTE ISSUE.

The following Bill, which passed through all its stages at the meeting of the Legislative Council on 25th July, is published in the *Gazette* :—

A Bill entitled an Ordinance to amend The Hongkong and Shanghai Bank Ordinance Amendment Ordinance, 1882.

Be it enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows :—

1.—This Ordinance may be cited as The Hongkong and Shanghai Bank Ordinance Amendment Ordinance, 1898.

2.—Ordinance No. 21 of 1882 is hereby amended in manner following, viz., by substituting for section 13 the following section :—

13.—(1.) Subject to the provisions of sub-section (2) of this section the total amount of the bills and notes of the Company payable to bearer on demand actually in circulation shall not at any time exceed the amount of the Capital of the Company actually paid up and there shall be kept by each establishment of the Company an amount of coin and bullion equal to one-third at least of such of the said bills and notes as were issued from such establishment and are for the time being in circulation.

(2.) Bills and notes of the Company payable to bearer on demand may be issued and be in actual circulation to an amount in excess of the Capital of the Company actually paid up: Provided that there shall be previously deposited and kept at the Head Office of the Company in Hongkong, to the satisfaction of the Colonial Secretary and the Colonial Treasurer, an amount of coin and bullion equal to the whole value of such excess issue, actually in circulation.

3.—This Ordinance shall continue in force for a period of one year from the coming into operation thereof.

## REASONS AND OBJECTS.

This Ordinance enables the Bank to increase its note issue in order to alleviate the inconvenience experienced by the present inadequate supply. The provision requiring the deposit of bullion equal in amount to any excess issue provides ample security to holders of such notes.

W. MEIGH GOODMAN,  
Attorney General.

## THE TRADE MARKS ORDINANCE.

The following Memorandum by the Attorney-General was attached to the Trade Marks Ordinance, which was read a first time at the meeting of the Legislative Council on 25th July :—

Since the Ordinance to provide for the Registration of Trade Marks (No. 16 of 1873) was passed, a considerable development has occurred in the demand for registration not only in England but in Hongkong. The Merchandise Marks Ordinance, 1863, referred to in the Ordinance of 1873, has been replaced by The Merchandise Marks Ordinance, 1890. Moreover, The Patents, Designs, and Trade Mark Acts, 1883 and 1888, and the Rules thereunder have considerably modified the English practice, while the local Ordinance of 1873, as amended by Ordinance 20 of 1895, is very imperfect, and makes no provision for the classification of goods, the assignment and transmission of trade marks, the removal of trade marks after 14 years' registration in default of extended registration upon payment of an additional fee, and some other matters duly provided for in England.

Patents are not granted in this colony, unless they have been previously granted in England, (see Ordinance 2 of 1892), but, although a similar provision, requiring the registration of a trade mark in England before registration in this colony, would prevent some abuses, such requirement is not feasible in Hongkong, because many applicants desire the registration, here, of trade marks used only locally and many of such applicants are foreigners.

It is the practice in this colony for the Colonial Secretary to refer every application to the Attorney-General, who used, until my appointment, to receive a fee of \$25 for his report. This fee was abolished some years ago, and, as the number of applications has greatly increased during the last few years, a considerable amount of gratuitous extra work has been thrown upon the Attorney-General, while the task of the clerk in the Colonial Secretary's office of searching the register to see whether similar marks have been already registered, is daily increasing as the register grows in bulk.

At present, many marks are submitted for registration which are not trade marks, according to the English definition, at all; and in the absence, under the 1873 Ordinance, of any definition, the Attorney-General has endeavoured to follow the English practice in deciding whether a trade mark should be allowed registration and has often been obliged to apply for the "essential particulars" and a "disclaimer" of added matter. Questions, which are easily answered by the Comptroller in England aided by a competent staff, occasionally require much consideration by the Attorney-General in the colony who has, practically, no assistance whatever, while the absence of any rules makes his task more difficult.

I have accordingly drafted a fresh Ordinance and a set of rules which will, I trust, prove of use to those interested in these matters. The alterations in the new Ordinance and the new rules are based on the English practice with some local modifications.

In England, applications for the registration of the same mark in different classes of goods are treated as separate and distinct applications, and I see no valid reason why a similar rule should not obtain here.

I am afraid that, owing to the absence of such rule, applications have occasionally been made to register trade marks in respect of goods as to which the marks never have been used, nor are likely to be used by the applicant forthwith. I suspect this has been done, occasionally, with a view to prevent others from using similar marks in respect of goods or classes of goods in which they deal, but which are really not dealt in by the applicants at all.

It is very necessary, too, that an applicant should state, to the best of his belief, whether the mark he desires to have registered locally has been registered previously in England. I should not be surprised to learn that, in the absence of such requirement, some few marks registered in A's name in England or marks closely resembling them have been registered in B's name in Hongkong, without A's knowledge or consent.

All such practices should be discouraged, and I trust the new Ordinance and Rules will put matters on a more satisfactory basis.

## THE SECRETARY OF STATE ON THE LEGISLATIVE COUNCIL'S FAREWELL TO SIR WILLIAM ROBINSON.

The following despatch by the Secretary of State respecting speeches delivered at the Legislative Council meeting on the 25th January, 1898, was laid before the Legislative Council on 25th July :—

Downing Street,  
7th March, 1898.

Sir,—I have the honour to acknowledge the receipt of Sir William Robinson's despatch No. 20 of the 26th of January, enclosing an extract from *The Daily Press* containing a report of the speeches delivered at a meeting of the Legislative Council held on the 25th of that month.

I have read the report of the proceedings on this occasion with much interest, and am gratified to observe that the services rendered by Sir William Robinson to the Colony

of Hongkong appear to have been so thoroughly appreciated by the Council.—I have the honour to be, Sir, your most obedient humble servant,

J. CHAMBERLAIN.

The Officer Administering the Government of Hongkong.

## RELATIVE PROGRESS IN NORTH AND IN SOUTH CHINA.

(CONTRIBUTED.)

That there is much greater progress in admitting foreign innovations in North China than in the South is only too evident to anyone who has visited the country. Recent events have emphasised the fact.

This difference is particularly noticeable in the matter of railway construction. Although it is now some years since the laying down of rails was first inaugurated in the north and quite a number of new lines are either now being laid or have received the Imperial sanction to their construction as soon as possible, we do not find a single line taken in hand in the south. Why is it that there is this difference between north and south? Railways are not less essential to the material development of one part of the country than the other and are not likely to prove less remunerative. Probably the principal reason is the fact that the Peking authorities realize that the great development of thought and desire for more liberal methods of government which must arise with the introduction of railways had better be deferred in the outlying and more independent portions of the empire till they have consolidated their hold on the northern and central provinces, which are more easily controlled and less likely to rebel against the failing power of the present dynasty. Other reasons of course exist, such as the opposition of that section of the people termed the literati; a certain neglect of the fringes of the empire, which are likely to be lopped off by foreign powers or to fall away of their own free will, finding the ties which bind them not only oppressive but weak and easily broken; and that world-wide habit of neglecting outlying stations in the attention absorbed by points nearer the centre of authority.

A very noticeable example of the latter case is to be found even in that model institution the Imperial Maritime Customs. Travellers who have occasion to visit the treaty ports will, if observant, be struck by the difference in the buildings which one expects to see as a prominent feature of every sea-port, viz., the Custom-house.

In Shanghai the really fine building which represents the I. M. Customs is well worthy of that eminently progressive institution, the site likewise being well and wisely selected. On the other hand, in the south, at Canton, a dilapidated, inferior building hidden away in a dirty and secluded corner and fronted with accumulations of all manner of festering filth, is the place where the revenues of the southern capital are collected, the Imperial Post administered, and Government loans dealt with. Doubtless the building was well enough for the small revenue collected in the early days of its existence, but one would think the requirements of the port have quite outgrown such a paltry domicile for all these government offices. Were no other site available for a customs-house one would not be surprised to find it poked away where it is, but such is not the case, for a perfect site, on Honam Point, commanding a view of back, front, and upper reaches of the river and easy of approach from all these points, likewise clear of all passenger boat traffic, steamer wharves, &c., which block approach and departure from the present Customs examination shed, has for years gone begging.

There is an exception, however, as to no railways having been sanctioned in South China, for quite recently the French have obtained a concession for the construction of a railway from Pakhoi to Nanningfu, with a view, firstly, to drawing off the trade of Yunnan, Kwangsi, and part of Kwangtung from its natural course down the West River to Hongkong, and secondly, to advance the fact of a French railway existing in that locality as a reason, in due season, for advancing the frontier of Tonkin beyond their new naval station at Kwanchauwan. The palpable preparations of the French



for absorbing another large section of South China should open the eyes of the British Government, if they are going to save any territory at all in the South to China, to the necessity of pressing for the construction of a British railway from Kowloon to Canton. The Chinese Government, likewise, should see that the building of such a railway with British capital is their best hope of retaining their hold on this portion of the Empire. An extension of this railway to Wuchow, or still further, would be a still more desirable thing, both for maintaining order and acting as a feeder to the traffic on the river. Events in this part of the world are proceeding with too great rapidity to allow the construction of this line to be delayed. Capital will not be wanting if the concession to build it is granted. Doubtless the local Bank would be ready to start and finance it at once, for it would be a profitable line.

### A SHARK IN THE HARBOUR.

#### STARTLING OCCURRENCE.

On Tuesday afternoon there was an exciting occurrence at the Hongkong, Canton, and Macao Steamboat Company's Wharf as the steamer *Honam* came in from Canton. Many of our readers will no doubt have seen the fresh water fish brought down from Canton and how they are on the arrival of the steamer discharged into boats alongside by means of a shoot of netting into which they are lifted in baskets from the tanks. While this was going on yesterday one of the baskets with its contents fell overboard. Instantly a number of Chinese jumped into the water in pursuit of the fish, which are as a rule easily caught when they fall overboard owing to the salt water in a short time stupifying them. One of the pursuers had his eye on a fine specimen and had got within about four feet of it when a shark five feet long suddenly shot up in front of him, turned over on its back, seized the fish, devoured its prey, and disappeared again. The Chinese cried out "Hai-yah, shark fish," and the Europeans who saw it say there is no doubt whatever that the creature was a flat-headed ground shark. From time to time reports have been made of sharks having been seen near Stonecutters and elsewhere on the outskirts of the harbour, but this is the first time that we have ever heard of one being seen close to the Praya. The Chinese yesterday afternoon exhibited no fear of the unusual visitor, but continued their pursuit of the stray freshwater fish.

To any bathers who may be alarmed by this authenticated instance of the appearance of a shark in the waters of the harbour we would recommend a perusal of "A Plea for the Shark" in the *Spectator* of the 14th May. The writer of that article says one of the most firmly held beliefs concerning sharks is that they prefer the flesh of man to any other food, whereas the fact is that the shark family, with few exceptions, are naturally eaters of offal, scavengers of the sea, and he records the fact that in many places visited by him, where sharks were the commonest of fish, black men were constantly swimming and diving without paying apparently any heed to the hungry monsters in their immediate vicinity. Notwithstanding the certificate of good character given by the *Spectator*, however, we would prefer not to have a shark for a neighbour while bathing.

### MACAO AND INLAND NAVIGATION.

The Macao *Independente* states that the Governor of the colony, Senhor Galbardo, is using all his efforts with the Imperial Government of China to bring about arrangements by which vessels may proceed direct from Macao to the Chinese ports recently opened to trade, upon payment at the Lappa Customs of the duties. Our contemporary says this would be a most important advantage to the trade of Macao, and that there is every hope that the Governor's efforts will be successful.

The following paragraph from the other Macao paper, the *Echo Macaense*, illustrates the disadvantage under which the colony labours at present:—A steam-launch named the *Peng-chin*, intended to run between Macao and Sek-ki, has been lying at Macao for a number of days. She was advertised to leave at 1 p.m. on the 15th July, but was postponed at the last moment

on account of not being able to obtain the necessary papers. The interested parties went to Canton, hoping to obtain from the mandarins a pass authorising the launch to ply between Macao and Sek-ki with junks in tow, but nothing came of it. We understand that a syndicate formed with the object of running a line of launches between Macao and the ports of Kongmun, Sanni, and Tongsui endeavoured to obtain the necessary licenses, but without success, because the regulations in force compel the launches first to go to Samshui, the nearest open port, and thus impose a useless voyage of four or five hours both going and returning; this requirement practically precludes steam navigation between Macao and the nearer ports on the West River.

### THE BATTLE OF SALAMANCA.

#### THE KING'S OWN CELEBRATE THE ANNIVERSARY.

Friday, July 22nd, was the 76th anniversary of the Battle of Salamanca, in which the King's Own took part. Consequently the band and drummers of the regiment celebrated the anniversary by giving a military tattoo on the cricket ground. The affair attracted a large number of people, who thoroughly appreciated the programme gone through. H. E. Major-General Black was among those present. The following was the programme:—8.15 p.m., Descriptive piece, "Turkish Patrol," Band; characteristic dance, "Darkeys' Dreams," Drummers; "Reminiscences of all Nations," Band; gallop, "Dash," Drummers; descriptive piece, "Voyage in a Troopship," Band. Synopsis, "Reminiscences of all Nations":—England, "Hearts of Oak," China, "Sin-Fa," "Yenhua-lin-Ksiang," Germany, "Watch by the Rhine," Ireland, "St. Patrick was a Gentleman," Austria, "The Hymn," Hungarian March, France, "The Marseillaise," Russia, "The Hymn," America, "Yankee Doodle," Scotland, "Auld Robin Gray," Spain, "The Cachuca," Italy, "Garibaldi's Hymn," Turkey, "Imperial March," England, "Conquering Hero," Voyage in a Troopship:—"The Soldier's Tear," "Bosuns Whistle," "Farewell to Portsmouth Town," "The Anchor's Way," "Wet Sheet and flowing Sea," "Storm," "A Prayer," "Santa Lucia," "We'll Rant and we'll Roar," "Tom Bowling," "The White Squall," "Hornpipe," "Conquering Hero." Tattoo (9.30 p.m.) First Post:—English March, "English Songs," Irish March, "Tara's Halls," Scotch March, "Cock o' the North" (Messrs McEwen and Burgess); Welsh March, "Men of Harlech," Evening Hymn, "Abide with Me," National Anthem, "God Save the Queen." Last Post.

Attached to the programme were the following particulars of Salamanca:—1812 was an eventful year for the English army fighting in the Peninsular. Abandoning his defensive works at Torres Vedras, Wellington had followed up the French and was driving them backwards slowly on France. Each step was marked by a glorious victory, to which "The King's Own" gave their help. Thus before St. George's day of 1812 "Ciudad Rodrigo" and "Badajoz" had been gained for the colours. After a short rest, during which the opposing outposts fraternised over Spanish wine in the most kindly fashion the French, to whose defeats the jealousy of their generals had contributed more than is usually allowed, commenced in July to manoeuvre to turn Wellington's right flank. To effect this, however, their Commander, Marshal Marmont, had to pass his army across the broad and deep river Guarena—a very hazardous task but one to which Marmont and his troops were equal, aided by a little Spanish treachery. Wellington was out-generalled, and our troops were out-marched. The passage was successfully made at Salamanca. Here the night of the 21st July found the two armies confronting each other. "Wellington," says Napier, "was very uneasy this night." With ordinary skill Marmont, whose army had now shown itself better marchers than his own, must now reach Lisbon, when he—Wellington—must fall back, and lose all he had gained. Fortunately for us, Marmont was one of those generals whose genius does not shine on the battle field, and on the 22nd July he committed the cardinal sin of attempting a flank march

within sight of his enemy. Wellington took the tide at the flood. Despatching a force, among them our division—the Fifth—to hold his head fast, he hurled the main body on Marmont's flank. The French, hopelessly strung out along the valley bed, were ruined. Marmont himself was knocked over by the first English cannon shot, and in forty minutes the battle was over. These forty minutes cost "The King's Own" an officer and ninety-six killed and wounded, but gained the Regiment the addition of "Salamanca" to its battle honours. In this campaign "The King's Own" was brigaded with the 30th, now the 1st East Lancashire Regiment, and the 10th, now the 1st South Lancashire Regiment. Both battalions of "The King's Own" were present at Salamanca.

### THE HONGKONG, CANTON, AND MACAO STEAM-BOAT CO., LIMITED.

The following is the report of the Board of Directors to the ordinary half-yearly meeting of shareholders to be held at the office of the Company, on Tuesday, 2nd August, at noon:—The Directors beg to submit to the shareholders the Report and Statement of Accounts for the half-year ending 30th June last.

After paying running expenses, salaries, premia of insurance, repairs and all other outgoings, there remains, including \$37,344.58 brought forward from last account, the sum of \$115,165.16 at credit of Profit and Loss Account. From this amount, the Directors recommend that a dividend for the half-year of \$1 per share, or \$80,000, be paid to shareholders, and that the balance of \$35,165.16 be carried forward to new account.

The amount of tonnage engaged on the Canton River during the six months under review has been far in excess of the actual requirements of the trade; low rates both for passage and freight have consequently prevailed, which, taking into consideration the fact that the high price of coal still continues, sufficiently account for the falling off from the steamers' earnings.

The usual docking and repairs necessitated by the Government regulations have been effected during the half-year, and the steamers are all in good running order.

On the 25th January, the *Powan* came into collision with the China Merchants' Steamship Company's steamer *Kwanglee* causing considerable damage to both vessels. The extent of the Company's liability in connection with this accident has not yet been ascertained as the matter is now under litigation. A portion of the loss will be recoverable from underwriters, and the balance, whatever it may be, will be provided from the Depreciation and Insurance Fund.

In accordance with the Articles of Association Mr. N. A. Siebs and Mr. C. Beumann retire from the Board of Directors by rotation, and, being eligible, offer themselves for re-election.

Mr. F. Henderson being absent, the Directors invited Mr. J. H. Cox to audit the accounts in his stead. Messrs. A. O'D. Gourdin and F. Henderson offer themselves for re-election at this meeting.

E. R. BELILIOS,  
Chairman.

Hongkong, 25th July, 1898.

30th June, 1898.	ASSETS.	\$
Value of 4 steamers and 4 tugs of Fatshan ...		812,250.00
Value of 2 steam-launches ...		50,000.00
Value of wharves, hulks, moorings, &c. ....		31,442.00
Value of properties at Wuchow & Kong-kun ...		8,315.27
Value of lighters <i>Sun Lee</i> and <i>Wo Lee</i> ...		14,500.00
Value of coal, stores and spare gear ...		15,021.55
Value of furniture ...		750.00
Value of shares in public companies ...		313,477.23
Value of Chinese bonds ...		1,034.48
Property foreclosed ...		8,000.00
Loans on mortgage ...		649,700.00
Fixed deposit with the Hongkong & Shanghai Banking Corporation ...		22,344.36
Cash with the Hongkong & Shanghai Banking Corporation ...		17,056.06
Premium on insurance policies unexpired ...		9,269.63
Interest accrued to date ...		900.50
Instalment paid account new tow boats and lighters for West River trade ...		13,750.00
Sundry debtors ...		19,417.79
		<b>\$1,987,318.47</b>



30th June, 1898.	LIABILITIES.	\$ c.
Amount of capital, 80,000 shares of \$16 each, fully paid up.....		1,200,000.00
Amount of refund of capital of \$5 per share on 10 shares unpaid.....		50.00
Amount at credit of depreciation and insurance fund.....		600,000.00
Amount at credit of equalization of dividend fund.....		9,000.00
Amount at credit of investment fluctuation account.....		14,148.93
Unclaimed dividends.....		8,947.21
Hongkong wharf special account, amount received from Government, to be expended on new wharf.....		21,844.36
Sundry creditors.....		18,162.82
Amount at credit of profit and loss account.....		115,165.16
		\$1,987,318.47

30th June, 1898.	Dr.	\$ c.
To amount paid for repairs:—		
To steamers.....	\$20,969.89	
To wharves and lighters.....	422.65	
		21,392.54
To directors and auditors' fees.....		2,750.00
To balance to be appropriated, viz.:		
Dividend of \$1 per share on		
\$80,000 shares.....	\$80,000.00	
To be carried to new account.....	35,165.16	
		115,165.16
		\$139,307.70

31st Dec., 1897.	Cr.	\$ c.
By amount brought forward from last account.....		37,344.58
30th June, 1898.		
By net earnings of steamers.....		71,069.30
By interest on investments.....		30,715.82
By transfer fees.....		178.00
		\$139,307.70

30th June, 1898.	Dr.	\$ c.
To balance.....		600,000.00
31st Dec., 1897.	Cr.	\$ c.
By amount at credit.....		600,000.00
30th June, 1898.	Dr.	\$ c.
To balance.....		9,000.00
31st Dec., 1897.	Cr.	\$ c.
By amount at credit.....		9,000.00

### THE PUNJOM MINING COMPANY, LIMITED, IN LIQUIDATION.

In pursuance of section 130 of the Companies' Ordinance No. 1 of 1865, a general meeting of the members of the Punjom Mining Company, Limited, in Liquidation, was held in the office of the Company, No. 9, Praya Central, on 25th July at noon "for the purpose of having an account laid before them shewing the manner in which the winding up has been conducted and the property of the company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by extraordinary resolution the manner in which the books, accounts, and documents of the company and of the Liquidator thereof shall be disposed of."

Mr. D. Gillies presided, and there were also present:—Captain E. Burnie, Mr. J. B. Duncan (Liquidator), Captain A. Tillett, Messrs. D. W. Craddock, E. Ellis, G. T. Veitch, F. D. Goddard, G. Murray Bain, F. Mahomed, G. C. Anderson, H. Wicking, E. W. Terrey, W. Parlane, G. C. Cox, F. E. C. Georg, W. E. Clement, T. F. Hough, E. J. Hughes, Hart Buck, J. H. Cox, Ho Fook and Ho Tung.

The LIQUIDATOR read the notice convening the meeting.

The CHAIRMAN—Gentlemen, this being but a formal meeting we will not detain you very many minutes. The meeting, as you are aware, has been called to meet the requirements of the Companies' Ordinance of 1865 to receive from the Liquidator a statement as to the manner the assets of the Company have been disposed of and give any other explanation which may be required. I shall now ask the Liquidator to favour us with his report and as full a statement as he can with regard to the disposition of the Company's property.

The LIQUIDATOR said—Gentlemen, in accordance with the notices published in the *Government Gazette* and in the local daily papers, you meet here to-day for the purpose of having an account laid before you shewing the manner in which the winding up of the old Punjom Mining Company has been conducted. But as my report and statement of accounts have been

in your hands for the past month I do not think that it is necessary to further encroach on your valuable time by reading them now, so with your permission I will follow the usual course and take them as read. As a matter of fact these accounts are merely nominal, as with the exception of the payment of the accumulated dividend on the preference shares up to the date of the incorporation of the new company no other payments have been made, and of course none of the assets of the old company have been realized, but the balances of the various accounts, as shewn in the statement annexed to the report, have been simply transferred to similarly named accounts which have been opened in the books of the new company. As you are aware, the agreement entered into with the new company provided that the latter should take over all the assets and liabilities of the old company. Since the date of my report a few more shares have been taken up, and at present we have 550 ordinary and 1,311 preference shares which are unapplied for. An advertisement regarding these shares will shortly appear in the local papers, and if they are not taken up within a reasonable time the holders will be deemed to have abandoned all right to them, and they will be declared forfeited and dealt with as the directors may consider advisable. I do not think that there is any other matter for me to bring before you to-day, but before asking our chairman to propose that the report and statement of accounts as presented to this meeting be adopted, I shall be glad to answer to the best of my ability any questions you may wish to put.

Having met with no response,

The CHAIRMAN said—I presume you have no questions to put to the Liquidator with regard to the winding up of the old company. Therefore I will now put the following proposition before you:—"That the Liquidator's account as submitted to this meeting, showing the manner in which the winding up has been conducted and the property of the company disposed of be received and adopted."

Mr. VEITCH—I beg to second.

Carried.

The LIQUIDATOR—Gentlemen, there is still another matter to bring before you, and before calling on Mr. Gillies to move the resolution called for by the latter part of the advertisement convening this meeting, namely, that dealing with the disposal of the books, accounts, and documents belonging to the old company, I should like to be permitted to say that as the ledgers, journals, and cash books were practically new they have been taken over and are now being used by the new company for the same purpose as they were hitherto used by the old company. The old share registers, however, are of no use except for purposes of reference, and it was compulsory that we should get new share registers and their kindred books. Having, I hope, put this matter clearly before you, I will now ask Mr. Gillies to be good enough to propose the necessary resolution.

The CHAIRMAN—I beg to propose "That the books and documents of the old company remain in the custody of the secretary for the time being of the Punjom Mining Company, Limited, for a period extending over at least five years from the date of this meeting."

Captain TILLET—I beg to second that resolution.

Carried.

The CHAIRMAN—Gentlemen, I have great pleasure in stating that the duties devolving upon Mr. Duncan as Liquidator of the old Punjom Company have been carried through in a very able manner—(hear, hear)—and, I have much pleasure in saying, to the entire satisfaction of the directors. I think that on account of the very energetic manner in which Mr. Duncan has devoted himself to those duties he is entitled to a vote of thanks from the shareholders. (Hear, hear). I propose a vote of thanks to Mr. Duncan, our secretary, if any gentleman present will second it.

Mr. MURRAY BAIN—I have great pleasure in seconding that proposition.

Carried.

The LIQUIDATOR—Mr. Gillies and gentlemen, I am deeply gratified to find you appreciate my services, and I thank you heartily for your kind remarks.

The CHAIRMAN—I thank you all very kindly for your attendance here to-day, and I would include among those whom I thank our friend Mr. Hart Buck, who has just arrived at the close of our meeting. However, we are glad to see him, late though he has been in coming to the meeting.

The meeting then separated.

### THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following Progress Report from the Mines on work done during the month June:—

300 feet Level North Drive.—This has been further extended a distance of 84 feet 6 inches making total distance from main cross cut 65 feet; the ground here has been very changeable during the month and the course of ground twisting about a good deal; by continuing this we have met with a piece of stone 2 feet wide crossing the Drive, but it is only of low grade. We have not done any work on the course of this as yet.

South Drive on course of Reef.—This is now 57 feet from the main cross cut, 39 feet having been driven during the month. The Lode is quite defined, carrying good walls, although at times small patches of slate have been seen; my expectation, however, that the Lode would improve in value by extending south has not so far been realized. I fully expected when writing you last month, that we should have had payable stone during the month, but there is practically no change since last reported.

East Drive.—Fairly good progress has been made, 49 feet having been driven during the month, making total distance of 109 feet from main cross cut. The face of the drive is in a nice course of ground bearing north and south with small leaders of quartz showing in the face.

North off West.—The Lode here is very irregular, and the ground is much harder now than at times during the month. We have had quartz for most of the distance driven, at times over two feet wide, and at other times only just a trace. This drive should intersect the piece of stone referred to as crossing the North Drive. Distance driven 28 feet 6 inches, total length of drive 55 feet.

Winze 200 feet Level.—Better progress has been made with this, 17 feet 6 inches having been sunk, making total depth 61 feet. The Lode is the same as last reported, value by assay 4 dwts. 27 grs. per ton.

New Find No. 1 Level.—This drive has passed through an ore body 32 feet wide, when we struck foot wall, and have struck a leader of quartz 8 inches wide running parallel with the main body but dipping away from it. This leader gives by assay 7 dwts. 7 grs. per ton; distance driven 32 feet. The ground in the face of the drive at present is black slate; we shall continue this drive further.

No. 2 Level.—31 feet 6 inches has been driven during the month, making total length 47 feet. We have intersected a hanging wall leader but have further to drive before crossing the course of the main body.

No. 3 Level.—This has been continued beyond the line of out-crop which this level was started to test and after passing through various leaders we have struck what appears to be a part of the main reef. The whole drive is in solid quartz; distance driven 36 feet, total length 72 feet.

Tankong.—The old incline tunnel has been cleaned out and the bottom stopped down to water level, a level driven through to surface, a distance of 42 feet, an open cutting 49 feet in length and one of the old drives cleaned out a distance of 32 feet and retimbered, this now drains this section of ground. We have driven east and west on Leader off the old shaft workings measuring in all 38 feet 6 inches.

We have sent to the mill from this section 260 tons. The greater part, however, is stone that was mined formerly and from which we consider we have recovered by free gold, tailings, and concentrates 8 dwts. per ton.

Outside Prospecting.—We have nothing definite as yet to advise; we are devoting some time to this.

Milling was carried on for 25 days, crushing 260 tons from Tankong section and 1,840 tons



of headings, for a total yield of 193 ounces of smelted gold.

**Berdan Pans.**—These worked full time and melted 30 tons of old tailings for yield of 12 ounces.

**Cyanide.**—We have not shown such a good result as we had hoped for, but this is due to circumstances over which we have no control, rather than any fault of ours; we have only treated 200 tons since the new chemist came in.

The chemist devoted the earlier part of the first month making the necessary test of our tailings, general overhaul of the plant, and the necessary alteration, which necessitated opening up water and solution pipes. Just after we commenced to work full time the axle of the water wheel broke, so this again delayed us several days; by the time this was repaired the supply of water fell off, so we were unable to do anything, and although we have been Cyaniding the best part of a month, we do not consider that it will average more than 10 days actual run.

The clean-up yielding 73 ounces of bullion valued at £1 3s. 9d. does not actually represent the gold won. We have precipitates not smelted and zinc shavings were again put back in the extractor boxes with the precipitates adhering to them in preference to washing and wasting so much zinc.

These works are now idle for want of water.

Water supply, for the first time since we began to mill with water power, ran so low that we were unable to continue milling without the assistance of the engines. These were connected on the morning of the 16th and on the evening of the 17th 1½ inch rain fell; this put sufficient water in our dams to allow us to continue milling with the wheel only, but on the morning of the 22nd we had again to connect engines and so continued to date.

**Building.**—A drying shed has been built to dry the slimes for cyaniding and the masons are now engaged building the furnace.

**General.**—The usual care has been given to this and everything is kept in good order.

Health of camp may be said to be fairly good, although there have been several cases of dysentery, but not of a serious nature. The weather is very hot, dry and oppressive, and we shall be glad when the rain comes.

Labour plentiful.

Rainfall for the month 3 inches.

### THE GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

Messrs. Lutgens, Einstmann & Co., General Agents of the Great Eastern and Caledonian Gold Mining Co., Limited, have received the following report from the Manager at the Mines:—

Mount MacDonald,  
28th June, 1898.

The following work has been done at the different mines since 1st June, 1898.

**Great Eastern Mine.**—The crosscut east has been extended 9 feet making total length from main shaft 31 feet. On the 7th June the main eastern reef was cut 27 feet east of the main shaft. After the reef was cut and a little prospecting done in the face of the crosscut, a drive north on the reef was started and is now in 8 feet along the reef, which is quite 4 feet wide and gives very good prospects. Gold can be plainly seen in the stone with the naked eye. The reef carries nice clean walls and looks very permanent and much more so than it did at the higher levels. If the reef improves going north as it should do, the Eastern Mine must turn out a fine property. The crosscut west has been extended 9 feet in very hard rock, but so far no stone or quartz has been met with. Of course the reefs west of the main shaft underlie west and it will take some time to reach them.

**Caledonian Mine.**—The crosscut east towards the main reef has been put in 6 feet and a well-hole sunk down 11 feet, making total depth from surface to bottom of well-hole 164 feet. The men are putting in the main frame set over the well to-day and I expect to be able to go on with the crosscut again to-morrow.

**Bank of England Mine.**—The shaft has been sunk a further depth of 11 feet making total depth from surface 60 feet. It is well timbered

and the walls secured to within 6 feet of the bottom. No doubt the reef in this mine looks very well indeed, at present there is 5 or 6 feet wide of crushing tuff at the bottom of the shaft and there is still quartz showing in the head wall. The prospects from this mine look very bright at present, in fact many pieces of the quartz could be called good specimens. I estimate that the value of the whole reef taken together at not less than one ounce per ton. I feel sure we have already gold enough at grass to pay the cost of sinking the shaft.

**Zulu Mine.**—The shaft has been sunk a further depth of 11 feet and securely timbered within about 7 feet of the bottom. After stripping the reef for about 6 feet deep we broke it down last week and I am pleased to state the reef is still about two feet wide and very much richer than where we first cut it. Gold can be seen now at the very bottom of the shaft by candle light. The richest stone we have come of the last lot broken from the bottom.

**Rise and Shine Mine.**—The shaft is now sunk to a depth of 81 feet, and through not getting the sawn timber from the mill I have to knock off sinking until it arrives here. The shaft is too deep for men to pull the stuff with windlass power. As soon as we get timber and the whip working the sinking will go on much faster.

**Dam.**—It has sufficient water stored now to keep the battery crushing for about four months. There is about 10 feet of water now in the deepest place but when it is filled by the next rain I do not expect to be short of water for crushing purposes, our dam is a very large one and the water shed is very great.

### REVOLVER MATCH.

OFFICERS 1ST KING'S OWN REGIMENT V. OFFICERS H.K. VOLUNTEER CORPS.

The above match was held on the Revolver Range on the 23rd instant. Conditions—Target 1 foot square, distance 30 yards, 12 shots, 6 each hand, four best scores each side to count. The following are the scores:—

1ST KING'S OWN REGIMENT.	HONGKONG VOLUNTEER CORPS.
Major W. H. Duffin ..... 35	Lieut. M. W. Slade ..... 30
Lieut. E. F. Thrupp ..... 34	Capt. E. D. Sanders ..... 27
Lieut. D. B. Molony ..... 28	Lieut. D. MacDonald ..... 24
Capt. J. A. Paton ..... 21	Capt. A. Chapman ..... 23
Capt. G. L. Hibbert ..... —	Lieut. G. C. Fullerton ..... —
Lieut. T. Batchelor ..... —	Mjr. Sir J. W. Carrington ..... —

Total ..... 118

Total ..... 104

### BRITAIN DEMANDS THE ENTIRE OPENING OF HUNAN.

Chang Chih-tung has telegraphed to the Governor of Hunan stating that the British Consul at Shasi had requested that Changsha, Hsiangtan, and Chengteh, in Hunan be opened to foreign trade, as compensation for the Shasi riot. The Hunan Governor is in daily consultation with the provincial gentry on the subject, and has not yet framed any reply to the Viceroy's communication.—*China Gazette.*

### A SWEEPING REFORM.

An edict has been issued by the Emperor stating that all Taoist and Buddhist Temples throughout the Empire, except such as are used for Imperial worship, are to be confiscated to the state and used for educational purposes. One such temple has been taken over by the prefect at Chefoo.—*Mercury.*

### FIRE AT MESSRS. A. S. WATSON AND CO., HANKOW BRANCH.

Hankow, 18th July.

Last evening at 9.30 a fire broke out in the servants' quarters situated at the back of the premises occupied by Messrs. A. S. Watson & Co., Ltd. The Fire Brigade was quickly on the scene, and three copious streams were employed from the Municipal steam fire engine.

Great assistance was rendered by the native fire engines, and especially by the floating steam fire engine belonging to the China Merchants' S. N. Co. A salvage party was promptly landed from H.M.S. *Algerine* the members of which acquitted themselves in the most praise-

worthy manner; it is to be regretted that one blue-jacket was injured by a fall, which at first appeared to be of a serious nature, but the man is now reported to be doing well and likely to completely recover.

Valuable assistance was also rendered by volunteers from amongst the residents and the shipping fraternity.

It was evident from the outbreak that the Dispensary was doomed, and all efforts were therefore concentrated on the adjoining buildings, which were only saved by the most strenuous exertions. By 11.30 p.m. the fire was completely under control. Fortunately there was no wind, otherwise a very much more serious conflagration might have resulted.

The building was situated at the south corner of the Bund, facing the British Concession. Considering that we have not had a drop of rain since the 23rd of June, the inflammability of an old building, with much wood-work about it, will be readily understood.

The offices interested are:—  
North British and Mercantile ..... 15,100  
Commercial Union ..... 11,000  
Hongkong Fire ..... 1,000  
—N. C. Daily News correspondent.

### THE LU-HAN RAILWAY.

Shanghai, 23rd July.

The first instalment of money for the carrying out of the Belgian Railway loan, amounting we believe to some Tls. 2,000,000 was to be paid over by the Russo-Chinese Bank to-day to the order of Sheng Taotai in the Imperial Chinese Bank. We understand the payment was duly made, but it could scarcely have been in hard cash considering how little sycee and coin there is in Shanghai at the moment.—*China Gazette.*

### THE COLLISION BETWEEN THE "JEAN BART" AND "HELEN BREWER."

Shanghai, 22nd July.

The French cruiser *Jean Bart* arrived at Woosung on Wednesday evening on her way to Shanghai to relieve the *Eclairer* but unfortunately met with a most serious mishap—a mishap which might very well have been rendered disastrous to a degree. The sailing vessel *Helen Brewer* (which by the way arrived here some days ago having made a record passage from New York with a cargo of kerosene for the Standard Oil Co.) was riding at anchor with tug-boats in attendance ready to cross the Bar, when a collision between her and the war-vessel took place. It was dark at the time and naturally the accounts given by the two captains differ somewhat materially. The impact was at any rate very severe. The Frenchman struck the stem of the sailing vessel with his starboard side between the forward and mid-ship guns, carrying away about ten feet of the rail on a level with the deck while completely smashing one boat and the after smoke-stack. The sailing vessel was fortunately provided with collision bulkheads and but for their existence there is very little doubt that she would have foundered. As it is she has suffered considerable injury, her head-gear being carried away and her stem twisted, and it will be necessary for both vessels to be docked and thoroughly overhauled. The *Jean Bart* came up the river early yesterday and the *Helen Brewer* was expected on last night's flood to be discharged and docked. Her forward compartments are full of water. The *Jean Bart* is a second-class cruiser built of steel at Rochefort in 1889 at a cost of £233,240. Her displacement is 4,160 tons, length 346 feet, beam 43.6, maximum draught 19.6, with 8,000 indicated horse power.—*N. C. Daily News.*

### THE PEKING SYNDICATE AGREEMENT.

The text of the agreement between the Shan-si Bureau of Trade and the Peking Syndicate is published in the *Peking and Tientsin Times*.

In clause 1 it is set out that the Governor of Shan-si having sanctioned the request of the Shan-si Bureau of Trade for the sole right to open and work coal and iron mines throughout the Districts of Yühsin and Ping-ting-chow, and the Prefectures of Lu-an-fu, Tse-chou-fu, and



Ping-yang-fu and also petroleum wherever found the several concessions granted are now transferred for operation to the Peking Syndicate for the period of sixty year.

Clause 2 authorises the negotiation of a loan of Tls. 10,000,000, and should this amount be insufficient more may be borrowed, but only from the Syndicate.

The arrangements as to the disposition of the profits are contained in clause 6 and are as follows:—Wherever mines are worked there shall be paid yearly to the Chinese Government as producer's tax (Lo-ti-shui), 5 per cent. on the cost of extracting the output of the mines. From the profits shown by the yearly accounts there shall first be paid 6 per cent. interest on the capital employed, and next 10 per cent. shall be set aside as a sinking fund for yearly repayment of capital and consequent reduction of interest, payments to sinking fund ceasing when the invested capital is wholly repaid; and from the remaining net profit 25 per cent. shall be paid to the Chinese Government and the remainder shall go to the Syndicate for its own disposition.

Provision for the construction of railways is made in clause 17 as follows:—Whenever it be necessary for any mine to make roads, build bridges, open or deepen rivers or construct branch railways to connect with main lines or with water navigation to facilitate transport of Shansi coal, iron and all other mine products from the Province, the Syndicate on reporting to the Governor of Shansi is authorized to proceed with the works, using its own capital without asking for Government funds. Regulations for the branch railway are to be made in due time. With reference to the Chêng-ting Tai Yuan railway for the construction of which the Bureau has borrowed capital from others, the Peking Syndicate, to avoid disputes, shall not construct any railway within 100 li on each side of it.

#### ANOTHER ANTI MISSIONARY OUTRAGE.

An unfortunate occurrence took place at Pao-ting-fu on the 6th July, in which a native preacher and a Catholic missionary nearly lost their lives. At about six o'clock on the evening of that day two officers with several soldiers from the camps stationed there, called at the Catholic Mission and requested to be shown the premises. On permission being refused, they attacked the gate-keeper and beat him savagely. The officers were thereupon detained by the missionaries and handed over to the Hsien Yamen. Meanwhile other soldiers arrived from the camp, and on learning what had transpired they collected a body of armed comrades and proceeded to sack the Mission. One native preacher was very seriously wounded, and one of the French missionaries was severely beaten and dragged off to the camp, where worse things might have befallen him had he not fortunately been rescued by the Hsien Magistrate. The three French priests belonging to the Mission are now residing in the city, and all is quiet, but the matter has been reported to the French Minister, who will probably enforce some compensation for the destroyed property.—*Peking and Tientsin Times.*

#### A LAST WARNING.

A special Imperial edict of the 12th July blames the high authorities of the provinces for not being strict and stern enough in their orders to the local authorities under them, with regard to the protection given to missionaries and their converts, which is theirs by right of treaty and concerning which the Emperor has repeatedly issued decrees, one after the other. All officials, high and low, have therefore failed in their duty to the Throne, and the Emperor now for the last time issues the present decree warning all concerned to act more vigorously and energetically; for his Majesty is determined that there shall be no more riots against missionaries from henceforth. If these do occur in the future through lack of due measures of protection, the delinquent local officials will be severely punished in accordance with the stern laws passed by the Tsungli Yamen which have already received the Imperial approbation, while the high provincial authorities such as Tartar-Generals, Viceroys and Governors, etc.,

will surely be dealt with according to the measure of their responsibility and in accordance with the laws of the land. Having [this day issued this edict, the officials, high and low, will not be able to say that due warning has not been given by the Emperor in the matter. "Had, for instance, due care and forethought been exercised in such matters as have this year disturbed the peace of the country, accompanied in certain places by murder and rapine, such affairs as the riots at Kiangpeh and other cities in Szechuan province (not yet settled); the murder of many converts in Yungan sub-prefecture, Kwangsi province; and the disturbances at Shasi, Hupeh province, could not have possibly been brought about. Let this therefore be a last warning to all concerned as we do not intend to hear of any more such disturbances against missionaries and their converts; and, furthermore, let this edict be propagated far and wide for the information of all."—*N. C. Daily News.*

#### THE RIOTS IN SZECHUAN.

The Chungking correspondent of the *N. C. Daily News*, writing under date of 5th July, says:—

A short time ago I ventured to say that history was being made very rapidly in the province of Szechuan, and the news I have to send to-day will prove the remark to be true. Kiangpeh led off with a dastardly murder, for which no one has as yet been punished. Now, the districts of Shunchingfu, six stages to the north of us, and the rural parts of Yungchanghsien, which are still nearer to us, have become the theatre for anti-foreign operations. I enclose a copy of a letter written by a gentleman who was in the Shunching disturbance, and its personal will doubtless reveal to your readers the fact that the natives of Shunching can, when so disposed, demonstrate against the foreigner with a thoroughness scarcely less complete than the inhabitants of Kiangpeh. It ought to be said here that the story of the outrage could be written in much deeper colours than those employed by the writer of the letter; and from other reliable information in my possession I am able to state that the riot if not actually engineered, was at least wilfully winked at by the authorities.

The latter have now to reckon with H.B.M.'s Consul, Mr. Litton, and it is enough to say that they are likely to be handled with just promptitude and severity. With Mr. Litton in charge, the issues of the Shunching riot bid fair to be somewhat more satisfactory to foreigners generally than those which have so far followed the inglorious Kiangpeh incident. The following is the text of the letter to which I have just referred:—

I must write a few lines just now to let you know how things have been going with us at Shunchingfu. I think most of you know that we succeeded in getting into a house about a month ago. The first few days after entering, we had large numbers of visitors until our strength was exhausted trying to tell them something of the Gospel. A break came through my having to visit Paolin. In the meantime the gentry of Shunching had represented to the Taotai that the house we had taken was not conveniently situated, and as some of the owner's family objected to our possessing it would he use his influence to induce us to take another which they would assist us to mortgage. We consented to do this, and I went back to Shunching to see the negotiations carried out. However, I had not been long there before I saw that they had no real intention to carry out their own proposal, but wanted rather to gain time to perfect their own plans to turn us out completely. Most outrageous rumours were circulated in the city and country against us, and the people were urged to drive us out. June 23rd was an annual holiday. Great crowds of country people flocked into the city to enjoy the sights. The natives thought this a good opportunity to carry out their purpose. Two days before, a man was sent out to beat a gong announcing that we were to be driven out on the feast day. Hearing of this I went to see the magistrates. They said I must be mistaken, as they thought the beating of the going had to do with the feast regulations. Straightway all negotiations about the house ceased. Thursday afternoon the peo-

ple came in for the festival, and as their numbers increased they became bolder and quite uncontrollable. Finding a room in our house belonging to the landlord locked, the crowd burst into it, and among other things found a bundle of children's old clothes. With these some fellows rushed out shouting "Dead children!" I saw now it was time for us to look after our own safety, and, calling to my companion, I told him we must get out or it would be too late. I was standing on the doorstep of my room and before leaving I addressed the crowd in a few words telling them of our purpose in being there. Having to pass down a long, narrow alley from our door to the street, it was no easy thing to get clear, and but for the help of the yamen runners, we might have been injured. Coming into the street, we found a great crowd around the door who greeted our appearance with yells of "Beat them!" "Kill them!" and a shower of stones. We walked quietly at first towards the Prefect's residence, but finding the stones hard to ward off, and that some men were running round to intercept us we had to run for it, ultimately reaching the yamen with the howling mob following. However, they did not attempt to pass the official door, so we were safe. After demolishing our house, the infuriated mob rushed to the Roman Catholic premises, and razed them to the ground. Fortunately no one was much injured. My old helper Liu was beaten, but his injuries are not serious. Friday morning we were escorted out of the city in the early dawn, and brought round by small roads to Paolin, where we shall remain till things are settled for our return. The end of this unfortunate affair will, we trust, be our secure settlement in the city of Shunching.

Messrs. Evans and Jennings, the missionaries who were in residence at the mission station at the time, have passed through a very trying ordeal, as did Dr. and Mrs. Pruett and family who happened to arrive on the spot just as the disturbance was going on. The latter were travelling to Paolin by boat, and called in at Shunching on the way. Fortunately they escaped without suffering more injury than a severe shock is likely to occasion them.

The second case refers to a riot at the village of Hopaochang in the district of Yungchang. In this instance the Roman Catholics are alone directly concerned, but their trouble is certainly of a very serious nature. Just a week ago their chapel was burnt down, two priests captured, two servants killed, and at least one Christian family robbed of their effects. It is alleged that brave efforts were made by the village authorities to prevent the disturbance, and, later, to effect the release of the captured men, but all in vain. Subsequently Jen Taotai on hearing the news took prompt measures to deal with the rioters, but with what success has not yet transpired. The Chungking Taotai is also acting with apparent vigour to prevent the spread of the trouble, which he himself asserts was caused by the Shungching rioters drifting into the Yungchang district. A more likely explanation is that the trouble is connected with Yu Man-tze, the Prince of the Central Szechuan rowdies.

Mr. Haas is on the track of the said Mr. Yu, and is not likely to be satisfied until this famous scoundrel has been made to expiate his crime in the only just way. Altogether, then, there are numerous and unquestionable signs that the country is in a grave state of unrest. Just how far these riotous outbreaks are likely to spread, it is of course impossible to say. Everything depends now, as it always has done in similar circumstances, upon the attitude assumed by the various officials towards foreigners and international questions. In the case of Shungching, where the authorities are clearly to blame, it would appear to be absolutely indispensable to have them punished—not, of course, for the sake of vengeance; but as a warning, and for future security. And it might not be amiss if the high foreign functionaries at Peking were to keep their eyes upon Mr. Lai who was formerly acting Taotai here. The said Mr. Lai has an evil reputation, and lies under just suspicion in various quarters as a man who is quite capable of creating mischief. His departure for another sphere would beget no regrets in the hearts of foreigners generally. The present Chungking Taotai is, it is believed, a man who



is anxious to do the right thing; but his position is a difficult one, and he is credited with a certain amount of moral weakness which, in an evil hour, might easily enough betray him into the committal of serious error. For the famous Mr. Lai is his friend—a fact which will tend to duplicate his difficulties at the Provincial capital where the Governor-General resides. By-the-by, we have not yet heard who is to take the place of H. E. Yü (who was not allowed to take up his appointment as Viceroy of Szechuan).

The Fu examinations passed off quietly, and the prospect of an early Wan Kao does nothing to excite our fears. Of course the ugly Kiang-poh affair is still with us, although that too has made some slight progress towards a settlement. Within the last few days the tenement in which the murder was committed, together with the adjoining buildings in the same compound, have been sold to the American Mission, and the deeds authoritatively sealed. This is always something to be thankful for, although, as has already been said, no one has been punished in connection with the affair.

Under date of 7th July the same correspondent writes:—

Since writing the above news has come to hand of an outrage upon a Roman Catholic family in the city of Hochou, and of a brutal attack upon a native Christian colporteur who only left Chungking three days ago on a book-selling expedition. There are also other disquieting rumours in regard to Tachouhsien and even Paolin itself. The British Consul in view of what is going on has requested missionaries not to proceed into the country during the next few days without his permission.

#### WEIHAWEI.

14th July.

Things are now going on smoothly and quietly here. Among the natives business is beginning to boom. Mr. Balfour's original statement was very explicit: Weihaiwei would never be anything commercially. Lord Salisbury, driven into a corner, seems to have committed himself to the opposite opinion. But probably ordinary mortals know as much about the matter as the aforesaid illustrious uncle and nephew. And one judges that if it only gets half a chance it will become, for this part of China, a fairly important business centre.

Many Chinese business men, from different parts, are locating in the place. It is the usual thing for business to prosper under the British flag; and there is no reason why Weihai should be an exception, unless it be the agreement with Germany to do nothing to hinder the growth of Kiaochow, etc. The latter seems to be an attempt to run the British Empire on new lines. No doubt it would be all right were we in the millennium and the Golden Rule universally practised; but since we are not, one doubts the success or continuance of these altruistic international dealings.

The flagship *Centurion* and several other men-of-war and torpedo-catchers are still in the Bay. Among recent arrivals are the *Bonaventure* and *Waterwitch*. The latter is employed in making a thorough survey of the harbour.

During the past two or three weeks there have been many rainy or foggy days. We begin to fear that the rainy season has come a few weeks earlier than usual this year. One is sorry for the small families over the Promontory. For first of all the drought considerably damaged the wheat crop, and now they are unable to thresh it owing to the rain. In this part of China there are no barns in which to store the unthreshed grain, so they are unprepared for rain just now. And the Chinese, who live from hand to mouth, can never lose a crop without corresponding suffering.

Three or four days since the steamer *Mount Sirion* arrived here from home *via* Hongkong, and is now being unloaded of a supply of coals and stores. The little steam-tug *Pioneer* of Chefoo is being employed in this work.

I hear that Consul Hopkins, who has been on a visit to the Minister, is expected back any day. Perhaps there will be some change made in the governing of the place—which may now be described as a benevolent despotism.—N. C. *Daily News* correspondent.

18th July.

The Chinese flag no longer floats over Weihaiwei. It came down on the evening of the 15th not to go up again. At 8 o'clock next morning the British flag was formally hoisted and saluted—first from an English ship and then from a Chinese. That same afternoon three hundred blue-jackets, from different ships, were landed on the mainland and the streets. In this way the word has gone forth to China and the world that England intends to maintain her hold on this place. It was a hot day but I only heard of one man who had to fall out of the ranks suffering from heat prostration.

The territory occupied, I understand, is a plot of ten miles in any direction from the shore of the bay. In this Chinese troops cannot locate except by special permission from the English authorities. Outside of this is the zone of joint occupation extending, as I said in a previous letter, to 121.40 E. longitude. There both English and Chinese troops may be quartered. At any part of that coast England may erect such forts or barracks as she may deem necessary for the protection of her interests. On the whole this seems a wise arrangement, for it quite precludes any other Power seizing a harbour on the Promontory and does away with any backdoor to Weihaiwei.

The importance of the latter will be appreciated by those who remember how the Japanese took the place from the Chinese. Probably this contains about 800 square miles of country. It contains about thirty market villages, several walled towns, and hundreds of smaller villages and hamlets. I would set down the population as well on to 200,000—mostly occupied in cultivating the land and in fishing.

But the official towns, in the above territory, including Weihaiwei proper, are excluded from English jurisdiction. This is a new departure in taking possession of a district and it remains to be seen how it will work. It will allow Chinese officials as usual to continue their government or misgovernment of the natives as formerly. It will be a solution of a serious problem if it only answers satisfactorily.

Mr. Hopkins has returned from his visit to Peking. A proclamation to be issued in the district by the native officials has been sanctioned by the Tsungli Yamèn. We hope to soon see it posted all over the country. It will give the people generally to understand henceforth how matters stand.

Mr. Hopkins, I learn, is shortly to return to his post at Chefoo; and is to be replaced by Mr. Wilkinson, from Peking, who for a few weeks past has been acting as the Consul's *locum tenens* in Chefoo. Mr. Gaunt of the *Narcissus*, who I hear is to be congratulated on his promotion to be Commander, has been made Warden of Liukungtao and will remain here at least for a time.—N. C. *Daily News* correspondent.

#### MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 22nd July.

The Chinese are at present busily engaged in making arrangements for a series of festivities, including day and night processions, theatricals, etc. The Government has granted a licence for one week, commencing on the 8th August. Most of the articles to be carried in the processions are those which were prepared for the Vasco de Gama celebration. When the date for that event arrived the city was in dread of the epidemic of plague extending and the programme was greatly curtailed, the Chinese processions being amongst the items cut out. The paraphernalia that had been prepared was kept, however, and now that the plague has disappeared the Chinese want to make a demonstration of joy and to thank their gods for the disappearance of the disease and the restoration of healthful conditions.

The *Boletim Oficial* contains a notification appointing a committee to report on the harbour improvement question. We are tired of continually hearing this same old tune. Committee after committee is appointed and report after report made, but they pass for nothing more than a farce. Since the departure of Engineer Loureiro about fifteen years ago this child's play has been going on. Here in Macao we quite understand that neither the local nor

the home Government takes this matter seriously; that all that is desired is to make a show without doing anything. The reports after they are read are put aside and never thought of again.

The Fazenda Nacional is becoming more severe day by day with those who make default in the payment of their taxes. The authorities should understand, however, that when the Chinese go to the office to pay their taxes, which may amount perhaps only to a dollar, they are kept dancing attendance for three or four days and sometimes even a whole week, when the whole thing could be put through in a minute if there was anyone to attend to them. Also when distraints are levied precautions should be taken to see that receipts are given for the exact amount levied and that no overcharge is made. Chinese have to pay say \$18 or \$20, but only get a receipt for \$3 or \$4, being told that the balance is for costs. Responsible persons should be placed in charge of this business, or some day a grave scandal may be brought to light.

#### HONGKONG.

A notification of a sale of land in the Tai-pingshan area appears in the *Government Gazette*, the term of the lease being seventy-five years only. The term at the last sale was 999, which for many years past has been the usual term for town lots. We hear that the alteration is in consequence of a despatch received recently from the Secretary of State and that henceforth no Crown land is to be let on leases of over seventy-five years' duration.

At the Police Court on the 23rd July Eugene Bernheim, manager for Messrs. Ullman and Co., and Filix Blum, clerk in the employ of the same firm, were charged with selling at the shop 74, Queen's Road Central, indecent exhibits having corrupting tendencies. Both pleaded that they were unaware that the sale of such articles was prohibited. In consequence of information received, Inspector Moffat sent a person to the shop in question on the 21st July to purchase one of the articles complained of. \$10 was paid for it. The following day another was purchased for \$8. The manager was fined \$100, or three months, and the clerk \$5.

At the Police Court on the 28th July William Grimshaw, a private of the King's Own Regiment, was charged with throwing a dog from the second story of his barracks on to the ground below, and letting the severely injured animal lie in its agony for two hours, when he went down and clubbed it to death. Defendant claimed that the dog was rabid, but was unable to prove his statement. His worship stigmatised the action of defendant as the most brutal and inhuman he had ever heard of being perpetrated by man upon an animal. Even if the dog was rabid, he said, it did not justify defendant's atrocious conduct. Defendant was ordered to pay a fine of £5, in default to undergo six months' hard labour.

A couple of vessels from the Philippines entered the harbour on 27th July—the *Yiksang* and the *Kwongsang*. The former, which had a cargo of hemp, came from Cebu, which she left on the 22nd instant. She reports that there is no change there. The Spaniards were still in possession of the place, the insurgents keeping to the hills, where they await the arrival of the Americans. When the latter, who are expected any day, appear the insurgents purpose swooping down on to the town. The *Kwongsang*, which is laden with sugar, comes from Iloilo. As yet this town has seen nothing of the disturbances. When the *Kwongsang* left on the 22nd, all was as quiet as ever. She reports a little incident which befel her on the 13th instant when on her way to Iloilo. At about eleven o'clock at night, when about 40 miles from her destination, she was signalled by an American warship, which brought her flashlight into play, an officer calling out and asking her name and where she was going. The reply was given, "The *Kwongsang*, for Iloilo." "All right, go on," was the response. No doubt the American vessel was the *Boston* on her way to meet the second American expedition.



## MISCELLANEOUS.

Amongst those who went on strike at Shanghai recently in connection with the Ningpo Joss-house riots were the washermen. Some of the men who wished to go on with their work were intimidated and assaulted and another small riot ensued, with the result that twenty-two washermen were brought before the Mixed Court, nine of them being sent to gaol for a month and the remainder for two weeks.

The *China Gazette* of the 21st July says:—We regret to hear that a rather serious accident occurred on board the steamer *Pathan* last night as she was lying at the wharf preparing to go to sea. The manhole door of one of the main boilers blew out and the escaping steam and water scalded the chief engineer, Mr. Wilson, very seriously. The third engineer was also injured. Dr. Burge was summoned and was promptly in attendance, and after applying dressings and restoratives sanctioned the departure of the injured men with their vessel. The *Pathan* left for Foochow and Amoy this morning.

## COMMERCIAL.

## TEA.

## EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1898-99 lbs.	1897-98 lbs.
Hankow and Shanghai...	6,284,310	7,978,216
Foochow .....	4,251,546	4,731,743
Amoy .....	89,860	104,150
Canton .....	1,512,205	1,946,005
	12,137,922	14,810,114

## EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1898-99 lbs.	1897-98 lbs.
Shanghai .....	2,931,683	3,122,314
Amoy .....	2,137,184	4,128,003
	5,068,867	7,250,317

## EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1898-99 lbs.	1897-98 lbs.
Yokohama .....	11,806,601	11,716,105
Kobe .....	5,256,306	5,758,740
	17,062,907	17,474,845

## SILK.

SHANGHAI, 23rd July.—(From Messrs. A. R. Burkill & Sons' Circular).—Blue Elephants are quoted in London at 10/0. market steady. The Lyons quotation for Gold Kiling, hard cargo, has risen to Fes. 27.25. Raw Silk.—We have to report a very quiet week, and the market closes steady. Taysams.—About 400 bales have changed hands. Arrivals, as per Customs Returns, 16th to 22nd July, are: 2,827 bales White, 179 bales Yellow, and 175 bales Wild Silks Re-reels and Filatures. —About 100 bales Hand Filatures have been settled for Lyons. The Export of Steam Filatures to date is: 398 bales to the Continent, 233 bales to America, and 25 bales to England. Wild Silk.—About 100 piculs Tussah Raw have been done at Tls. 165 at 185. Waste Silk.—Further settlements for new season Curlies have been reported, viz:—

	at Tls.
150 Curlies, No. 1 .....	54
150 Curlies, 60 pc. I, 30 pc. II 10 pc. III .....	44

## EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1898-99 bales.	1897-98 bales.
Shanghai .....	10,507	7,373
Canton .....	3,159	4,011
Yokohama .....	687	—
	14,393	11,384

## EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1898-99 bales.	1897-98 bales.
Shanghai .....	424	1,155
Canton .....	382	369
Yokohama .....	246	—
	1,052	1,524

## CAMPHOR.

HONGKONG, 29th July.—The weakness continues and prices show a further decline. Quotations for Formosa are \$40.50. to \$41.00. Sales, 150 piculs.

## SUGAR.

HONGKONG, 29th July.—A further improvement in the market is reported. Quotations are:—  
Shekloong, No. 1, White... \$7.40 to 7.43 per picul.  
do. " 2, White... 7.20 to 7.23 "  
Shekloong, No. 1, Brown... 4.92 to 4.95 "  
do. " 2, Brown... 4.82 to 4.85 "  
Swatow, No. 1, White... 7.32 to 7.35 "  
do. " 2, White... 7.12 to 7.15 "  
Swatow, No. 1, Brown... 4.85 to 4.90 per picul.  
do. " 2, Brown... 4.75 to 4.80 "  
Foochow Sugar Candy... 11.20 to 11.25 "  
Shekloong " ..... 10.90 to 10.95 "

## MISCELLANEOUS EXPORTS.

Per German steamer *Della*, sailed on the 13th July. From Hongkong for Havre:—1,050 packages tea, 110 rolls mats, 93 bales canes, 62 cases Chinaware, 25 cases litho. paper, 21 boxes feathers, 16 cases bristles, 14 cases hair, and 8 cases blackwoodware. For Havre option Hamburg:—130 rolls matting, 31 packages hair, and 7 bales mats. For Havre and/or Hamburg and/or London:—184 cases camphor, 30 cases ginger, 10 cases bristles, and 10 cases vermilion. For Havre option London:—5 cases feathers. For Hamburg:—1,750 cases cassia lignea, 849 bales canes, 310 packages rattans, 150 cases camphor, 70 cases cassia buds, 50 cases soy from Nagasaki, 20 bales rattan core, 20 bales rattan shavings, 15 packages machinery, 16 packages sundries, 15 boxes China paper, 10 cases ginger, 10 cases wood oil, 8 cases bristles, 8 cases Chinaware, 5 cases private effects, 4 bales bast, 3 packages cassia, 4 bales feathers, 3 cases chemicals, and 3 cases fans. For Hamburg option London:—80 cases gallnuts, and 25 boxes bristles. For Lisbon:—9 cases porcelain, 3 boxes Chinaware, and 2 boxes sundries.

Per German str. *Senta*, sailed on the 15th July. For Havre option Hamburg:—28 bags wheat from Hiogo. For Havre and/or Hamburg and/or London and/or New York:—60 cases bristles, and 10 cases oil. For Hamburg:—81 rolls mats, 70 bales feathers, 60 packages firecrackers, 20 rolls matting, 3 cases preserves, 3 cases private effects, 3 packages sundries, and 3 packages tea. For Lisbon:—4 packages tea.

Per steamer *Caledonia*, sailed on the 16th July. For Bombay:—5 bales raw silk. For France:—665 bales raw silk, 6 cases silk, 824 packages tea, 7 cases Chinaware, 49 packages hair, 4 cases China-ink, 6 packages sundries, and 98 rolls matting. For London:—35 bales raw silk.

Per steamer *Hector*, sailed on the 20th July. For London:—2,043 boxes tea 1 case silks, 20 cases essential oil, 3 cases blackwoodware, 6 cases camphorwood boxes, 283 bales waste silk, and 15 packages sundries. For London and/or Manchester:—50 bales waste silk. For London and/or Hamburg:—10 cases essential oil. For Manchester:—310 bales waste silk, and 1 case drills. For Glasgow:—5 cases blackwoodware, and 2 cases curios.

## OPIUM.

HONGKONG, 29th July.—Bengal.—The market continues steady, closing quotations being New Patna \$723½. Old Patna \$765, New Benares \$700, and Old Benares \$725.

Malwa.—There has been a slight decline in prices for this drug, market closing weak at the following figures:—  
Old (2½ yrs.) \$750 with all'nce. of 0 to 3 cts.  
" (6/7 " ) \$810 " " of 0 to 4 "  
" (8/10 " ) \$830 " " of 0 to 1 "

Persian.—There has been rather a brisk demand for the Paper-tied quality, but holders are firm. Oily has been rather neglected. The market closes strong at the following figures:—  
Oily \$490 to \$630 and Paper-tied at \$550 to \$710.

To-day's stocks are estimated as under:—

New Patna .....	560 chests
Old Patna .....	210 "
New Benares .....	230 "
Old Benares .....	108 "
Malwa .....	280 "
Persian .....	330 "

## COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
July 23	726½	765	705	725	—	—
July 24	726½	765	705	725	—	—
July 25	726½	765	705	725	—	—
July 26	726½	765	705	725	—	—
July 27	722½	765	702½	725	—	—
July 28	723½	765	700	725	—	—
July 29	723½	765	700	725	—	—

## RICE.

HONGKONG 29th July.—A brisk demand continuing the market shows a further advance.

Quotations are:—

Saigon, Ordinary .....	\$3.05 to 3.10
" Round, good quality .....	3.30 to 3.35
" Long .....	3.55 to 3.60
Siam, Field, mill cleaned, No. 2 ...	3.20 to 3.25
" Garden, " No. 1 ...	3.80 to 3.85
" White .....	3.55 to 3.60
" Fine Cargo .....	4.85 to 4.90

## COALS.

HONGKONG, 29th July.—Market continues dull and only a retail business doing. Quotations are:—

Cardiff .....	\$20.00 to 26.00 ex ship, nominal.
Australian .....	10.00 to 11.50 ex ship, quiet
Milki Lump } and Small. }	10.00 to 11.50 nominal
Moji Lump ...	8.00 to 11.50 ex ship, quiet
Hongay Lump	12.50 to — nominal.
Hongay Dust..	5.00 to — "
Briquettes ...	10.00 to — "

## MISCELLANEOUS IMPORTS.

HONGKONG, 29th July.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS:—*Bombay Yarn*.—950 bales No. 10 at \$75.50 to \$87, 750 bales No. 12 at \$81.50 to \$87, 550 bales No. 16 at \$83.50 to \$94, 950 bales No. 20 at \$91.50 to \$99. *Japanese Yarn*.—50 bales No. 16 at \$93.50. No. 22.24 Yarn:—100 bales Red 2 Fish at \$109. No. 40 Yarn:—50 bales Playing Music at \$127 arrive. *White Shirtings*.—1,500 pieces 6 Mark at \$4.37½, 500 pieces 6 Mark at \$4.37½, 500 pieces No. 3 at \$3.60, 250 pieces 48 Reed at \$2.30. *T-Cloths*.—100 pieces 32 inch mex., Dog and Vase at \$2.90, 750 pieces 7 lbs. Mex. Gold Pheasant at \$2. *Drills*.—150 pieces 16 lbs. Large Eagle at \$5.40, 75 pieces 16 lbs. Large Eagle at \$5.40, 225 pieces 15 lbs. Leopard at \$4.65. *Cheek Muslins*.—3,000 pieces "T" at \$0.63½, 4,000 pieces X.X.X. at \$0.65. *C. Plain Italians*.—120 pieces Girl at \$0.12½.

METALS.—Tin.—100 slabs Siam at \$43.50, 200 slabs Foong Chai at \$40.50, 100 slabs Siam at \$40.50.

## COTTON YARN.

	per bale
Bombay—Nos. 10 to 20s. ....	68.00 to 101.00
English—Nos. 16 to 24 .....	105.00 to 114.00
" 22 to 24 .....	116.00 to 112.00
" 28 to 32 .....	120.00 to 124.00
" 38 to 42 .....	130.00 to 135.00

## COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs. ....	1.75 to 1.85
7lbs. ....	2.00 to 2.07½
8.4 lbs. ....	2.50 to 3.20
9 to 10 lbs. ....	3.40 to 4.15
White Shirtings—54 to 56 rd. ....	2.30 to 2.50
58 to 60 " ..	2.75 to 3.45
64 to 66 " ..	3.55 to 4.40
Fine .....	4.35 to 7.15
Book-folds. ....	3.80 to 5.70
Victoria Lawns—12 yards ...	0.65 to 1.30
T-Cloths—6lbs. (32 in.), Ord'y. ....	1.55 to 1.75
7lbs. (32 " ) ..	1.90 to 2.15
6lbs. (32 " ), Mexs. ....	1.70 to 1.85
7lbs. (32 " ), " ..	2.10 to 2.80
8 to 8.4 oz., (36 in.) ..	2.40 to 3.25
Drills, English—40 yds., 13½ to 14lbs. ....	3.75 to 5.15

## FANCY COTTONS

Turkey Red Shirtings—1½ to 8lbs. ....	1.60 to 5.00
Brocades—Dyed .....	3.00 to 5.00
	per yard
Damasks .....	0.12 to 0.16
Chintzes—Assorted .....	3.08 to 0.14
Velvets—Black, 22 in. ....	0.20 to 0.45
Velveteens—18 in. ....	0.17½ to 0.18½
	per dozen
Handkerchiefs—Imitation Silk ..	0.45 to 0.90



WOOLLENS		per yard
Spanish Stripes—Sandry chops.	0.57½ to	1.40
German .....	1.15 to	1.50
Habit, Med., and Broad Cloths.	1.25 to	5.25
		per piece
Long Ells—Scarlet .....	6.50 to	10.00
Assorted .....	6.60 to	10.00
Camlets—Assorted .....	12.50 to	32.00
Lastings—30 yds., 31 inches, Assorted	10.00 to	21.00
Orleans—Plain .....	7.00 to	8.50
		per pair
Blankets—8 to 12 lbs. ....	3.50 to	14.00
METALS		per picul
Iron—Nail Rod .....	3.90 to	—
Square, Flat Round Bar ...	4.00 to	—
Swedish Bar .....	4.20 to	—
Small Round Rod .....	4.40 to	—
Hoop ½ to 1½ in. ....	4.50 to	—
Wire 15/25 .....	8.50 to	—
Old Wire Rope .....	1.50 to	3.00
Lead, L. B. and Hole Chop ...	8.60 to	—
Australian .....	8.70 to	—
Yellow M'tal—Muntz, 14/20 oz.	32.00 to	—
Vivian's, 14/20 oz. ....	30.00 to	—
Elliot's, 14/20 oz. ....	30.00 to	—
Composition Nails .....	46.00 to	—
Japan Copper, Slabs .....	32.00 to	—
Tiles .....	29.00 to	—

SHANGHAI, 23rd July.—(From Messrs. Noël, Murray & Co.'s Piece Goods Trade Report).—There is a better feeling in the market and a marked improvement in enquiry from the Northern markets, especially Newchwang, which of late has taken liberal supplies of Indian Yarn and has bought for delivery several thousand bales of American goods for forward delivery. The Tientsin dealers have still their orders to fill against English makes, but an upward movement in exchange has made them more callous than ever to buy, although it is said they have not much faith in the present rise being maintained. Reports from the River are more encouraging, but so far not much has been bought, the principal operator being the Szechuen market, which has been buying Indian Yarn whenever it could at cheap prices. Owing to the recent troubles in the French settlement the Ningpo market has been very quiet this week.

METALS, 25th July.—(From Messrs. Alex. Bielfeld & Co.'s Report).—There is no business to report.

#### JOINT STOCK SHARES.

HONGKONG, 29th July.—The market has again relapsed into a state of inactivity and there is but little business of any importance to report. Rates have in most cases ruled weaker and the market generally closes quiet.

BANKS.—Hongkong and Shanghai have ruled very much weaker, the rate gradually falling almost without sales to 212 per cent. prem., at which they close quiet; no business has been reported on time. Nationals and Bank of Chinas unchanged and neglected.

MARINE INSURANCES.—A few China Traders have changed hands at \$63, at which rate they close steady. Unions are on offer at \$213, but a small demand at \$210 cannot be satisfied. Cantons and Straits continue neglected at quotations and without business, whilst the Northern Insurances rule dull and quiet at quotations.

FIRE INSURANCES.—Both Hongkongs and Chinas remain unchanged and without business.

SHIPPING.—All stocks under this heading have ruled quieter and beyond a few further sales of Hongkong, Canton, and Macao at \$26½ and \$26¼, Indos at \$56½, and Douglasses at \$58½, there is nothing to report.

REFINERIES.—China Sugars continue neglected and weak with small sales at \$165 cash and at equivalent rates for September and October. Luzons quiet.

MINING.—Punjoms have ruled exceptionally quiet with small sales at \$5.75. Buyers are still offering \$5.75 and sellers holding out for \$6. Charbonnages are still a dead stock. Olivers B have changed hands in small lots at \$3.75, Jelebus at \$3.75, and Great Easterns at \$3. Raubs have been unusually quiet, with no reported sales, but with sellers at \$34.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have risen considerably and a fair number of shares have changed hands during the week at 256, 258, and 260 per cent. premium for cash and at 263 for August and 265 for September, market closing rather quieter at 260. The sudden rise is attributable to the exceptionally good earnings

of the Company for the last half-year and to the decision of the directors, subject to audit and the confirmation of shareholders, to pay a dividend of 16 per cent. after carrying forward, placing to reserve, and writing off about the usual amounts. Kowloon Wharves continue quiet but steady and without much business. Wanchais without business.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands continue weak and out of favour with small sales at \$68 ex dividend and close with further sellers at that. Hotels have been in some demand and after small sales in the early part of the week at \$52½ have changed hands at \$53, \$53½, and \$54, closing with further buyers and no sellers at the last rate. West Points continue neglected and out of the market, but Humphreys Estates have been enquired for and small sales have been effected at quotation.

COTTON MILLS.—No change or business to report, whilst sellers rule the market at quotation.

MISCELLANEOUS.—Small sales of Watsons at \$11½, Electrics at \$8½, Fenwicks at \$30, and Ropes at \$160 constitute all the business under this heading.

Closing quotations are as follow:—

COMPANY.		PAID UP.	QUOTATION.
Banks—			[\$390, sellers
Hongkong & S'hai...	\$125	212	prem=
China & Japan, prf.	£5	nominal	
Do. ordinary...	£4	nominal	
Do. deferred...	£1	£5.5s.	
Natl. Bank of China			
B. Shares .....	£8	\$17, sellers	
Founders Shares...	£1	\$17, sellers	
Bell's Asbestos E. A. ....	£1	nominal	
Campbell, Moore & Co.	\$10	\$8	
China Prov. L. & M. ....	\$10	\$9½, sales	
China Sugar .....	\$100	\$165, sales	
Cotton Mills—			
Ewo .....	Tls. 100	Tls. 96, sellers	
Hongkong .....	\$40	\$20, sellers	
International .....	Tls. 100	Tls. 101	
Laou Kung Mow ...	Tls. 100	Tls. 98	
Soychee .....	Tls. 500	Tls. 505	
Yahloong .....	Tls. 100	Tls. 70	
Dairy Farm Co. ....	\$5	\$5½	
Fenwick & Co., Geo. ....	\$25	\$30, sellers	
Green Island Cement...	\$10	\$3½, sellers	
Do. New Issue .....	\$5	\$18, sellers	
H. & China Bakery ...	\$50	\$33	
Hongkong & C. Gas ...	£10	\$125	
Hongkong Electric ...	\$10	\$8.25, sal. & buyers	
H. H. L. Tramways ...	\$100	\$107, buyers	
Hongkong Hotel .....	\$50	\$54, sales & buyers	
Hongkong Ice .....	\$25	\$108, ex div.	
H. & K. Wharf & G. ....	\$50	\$6	
Hongkong Rope .....	\$50	\$160, sal. & buyers	
H. & W. Dock .....	\$125	260 p. ct. prem.=	
Insurances—		[\$450, sales & sel.	
Canton .....	\$50	\$133, sellers	
China Fire .....	\$20	\$98, sellers	
China Traders' .....	\$25	\$63, sales & buyers	
Hongkong Fire .....	\$50	\$330, sellers	
North-China .....	£25	Tls. 180	
Straits .....	\$20	\$9½, sellers	
Union .....	\$50	\$213, sellers	
Yangtze .....	\$60	\$130, sellers	
Land and Building—			
H. Land Investment...	\$50	\$68, ex div. sal. & s.	
Humphreys Estate...	\$10	\$8.50, sales	
Kowloon Land & B. ....	\$30	\$17½, sellers	
West Point Building	\$40	\$20, sellers	
Luzon Sugar .....	\$100	\$38, buyers	
Mining—			
Charbonnages .....	Fce. 500	\$110, sellers	
Great E. & C'donian	\$5	\$4.80	
Do. ....	\$2½	\$3, sales	
Jelebu .....	\$5	\$3.75, buyers	
New Balmoral .....	\$1	40c., sellers	
Do. Preference ...	\$1	40c., sellers	
Oliver's Mines, A. ....	\$5	\$10, sellers	
Do. B. ....	\$2½	\$3.75, sales	
Punjom .....	\$5	\$5½, sal. & buyers	
Do. Preference...	\$1	\$1.60	
Raubs .....	14s. 10d.	\$33½, buyers	
New Amoy Dock .....	\$6½	\$14	
Steamship Coy.—			
China and Manila...	\$50	\$80, sellers	
China Mutual Ord...	£10	£9 10s., buyers	
Do. Preference ...	£10	£5 10s.	
Do. Do. ....	£5	£3	
Douglas S. S. Co. ....	\$50	\$58½	
H., Canton and M. ....	\$15	\$26½, sales & sellers	
Indo-China S. N. ....	£10	\$56, buyers	
Star Ferry .....	\$7½	\$8, sales & buyers	
Tebrau Planting Co. ...	\$5	\$5, sellers	
Do. ....	\$2	\$3, sellers	
United Asbestos .....	\$2	\$1.40, buyers	
Do. ....	\$10	\$10, nominal	
Wanchai Wareh'se Co.	\$37½	\$41	
Watson & Co., A. S. ....	\$10	\$11½, sal. & buyers	

J. V. Y. VERNON, broker.

SHANGHAI, 25th July.—(From Messrs. J. P. Bisset & Co.'s Report).—With the exception of a moderate business in Hongkong and Shanghai Bank shares, but a small business has been done. The general raising of the rate of interest by the Banks tends to divert money which would otherwise be invested in shares. The fall in the rate of exchange on Hongkong has helped the decline in Hongkong and Shanghai Bank shares. Banks.—Hongkong and Shanghai Banking Corporation.—Cash shares were placed at 215 and 213 to Hongkong and locally at 220, 222.50 and 217.50 per cent. premium. Business was also done at 218 per cent. and 224 per cent. for the 30th September. We quote 216 per cent. as the closing rate. Marine Insurance.—Business has been confined to a sale of China Traders' shares to Hongkong at \$62. North-Chinas are offering at Tls. 182.50, Yangtszes at \$130, Cantons at \$133, and Straits at \$9.50. Fire Insurance shares are unchanged. Shipping.—Hongkong, Canton and Macao Steamboat shares were purchased from Hongkong at \$25.75, for delivery there on the 31st current. Indo-China S.N. shares were sold to Hongkong at \$56. China Mutual S.N. Ordinary shares, with £5 paid up, were sold at Tls. 22.50. Sugar Companies.—No local business reported. Peraks are weak with sellers and no buyers. Mining.—No change to report. Docks, Wharves & Godowns.—Boyd & Co. shares are weak at Tls. 185. S. C. Farnham & Co. shares are forced off at Tls. 170. Shanghai Engineering & Dock shares were placed at Tls. 84 and 85 cash and 86 for the 31st current. Shanghai & Hongkew Wharf shares were placed at Tls. 120. Lands.—The Shanghai Land Investment Co. paid an interim dividend of Tls. 2.25 on the 18th instant. Shares are wanted at Tls. 82.75 ex dividend. Industrial.—International Cotton Mill shares were parted with at Tls. 101. A dividend of 4 per cent. on the original shares in the Laou Kung-Mow C. S. & W. Co. has been declared, payable on the 1st August. Shares in the New Issue have been sold at Tls. 94, and more are offering. This price is equal to Tls. 98 for the original issue cum dividend. China Flour Mill shares have been forced off at Tls. 52. Tugs & Cargo Boats.—Shanghai Cargo Boat shares were placed at Tls. 165. Co-operative Cargo Boats shares are offering at Tls. 150. Miscellaneous.—Business was done in: Shanghai Waterworks shares at Tls. 300, and more are offering; Shanghai-Sumatra Tobacco shares at Tls. 78 for cash and for the 31st current, Tls. 81 for September and Tls. 83 for November; Shanghai-Langkai Tobacco shares at Tls. 205. Hall & Holtz shares are offering at \$38.50. Loans.—Shanghai Land Investment 6 per cent. Debentures were placed at Tls. 102, and Shanghai & Hongkew Wharf 6 per cent. Debentures at the same price, plus the accrued interest in both cases, as usual.

#### EXCHANGE.

FRIDAY, 29th July.

##### ON LONDON.—

Telegraphic Transfer .....	1/10½
Bank Bills, on demand .....	1/10½
Bank Bills, at 30 days' sight .....	1/11
Bank Bills, at 4 months' sight .....	1/11½
Credits, at 4 months' sight .....	1/11½
Documentary Bills, 4 months' sight .....	1/11½

##### ON PARIS.—

Bank Bills, on demand .....	2.40½
Credits, at 4 months' sight .....	2.44½

##### ON GERMANY.—

On demand .....	1.94½
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##### ON NEW YORK.—

Bank Bills, on demand .....	46½
Credits, 60 days' sight .....	47½

##### ON BOMBAY.—

Telegraphic Transfer .....	144
Bank, on demand .....	144½

##### ON CALCUTTA.—

Telegraphic Transfer .....	144
Bank, on demand .....	144½

##### ON SHANGHAI.—

Bank, at sight .....	74
Private, 30 days' sight .....	74½

##### ON YOKOHAMA.—

On demand .....	6 % pm.
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##### ON MANILA.—

On demand .....	nom.
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##### ON SINGAPORE.—

On demand .....	4 % pm.
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SOVEREIGNS Bank's Buying Rate .....

GOLD LEAF, 100 fine, per tael .....



## TONNAGE.

SHANGHAI, 25th July (from Messrs. Wheelock & Co.'s report).—Rates homewards remain the same as we reported in our last issue, except that 25s. is now quoted by all steamers for New York *via* Suez: when last writing this rate was in a falling state, two companies holding out for 30s., against a third at 25s., one of which has since left with no support from here, one reduced her rate to 25s. when too late to obtain any more cargo worth mentioning, and has since left, and the third is now loading her fairly large engagements at 25s. The export of tea for New York is almost at a standstill, thus considerably reducing the support which steamers are accustomed to receive at this time of year. For London there is a fair enquiry for tonnage, this being duly provided for by the Conference Lines. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York *via* London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltimore *via* London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Königsberg *via* London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s. Above rates are subject to a deferred rebate, as per Conference circular. Havre, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Genoa, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net; Marseilles, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 40s. 6d. net 35s. per ton of 20 cwt. net for above three ports. New York, by sail, 20s. New York *via* Pacific, 1½ gold cents per lb. tea, 6 cents per lb. silk, \$10 per ton strawbraid. New York *via* Suez, 25s. general cargo, 10s. extra for Turmeric, 25s. for tea. Boston, 32s. 6d. general cargo, 10s. extra for Turmeric, 35s. for tea. Philadelphia, 32s. 6d. general cargo, 10s. extra for Turmeric, 35s. for tea. Coast rates.—Mojito to Shanghai \$1.40 per ton coal, nominal; Nagasaki to Shanghai \$1.40 per ton coal, nominal; Newchwang to Kobe little doing; Newchwang to Swatow little doing; Newchwang to Canton little doing; Wuhu to Canton closed.

## VESSELS ON THE BERTH.

For LONDON.—Japan (str.), Tantalus (str.), Mazagon (str.), Asturia (str.), Pakling (str.), Inaba Maru (str.), Chingwo (str.), Coromandel (str.), Kamakura Maru (str.).  
For BREMEN.—Prinz Heinrich (str.).  
For MARSEILLES.—Inaba Maru (str.), Kamakura Maru (str.).  
For SAN FRANCISCO.—Coptic (str.), Hawthornbank, Glengyle (str.), Duchess Anne (str.).  
For VANCOUVER.—Empress of China (str.).  
For VICTORIA, B. C.—Braemar (str.), Olympia (str.).  
For TACOMA.—Olympia (str.).  
For SEATTLE.—Kinshiu Maru (str.).  
For NEW YORK.—Fortuna (str.), Indrapura (str.), Pathan (str.), Prince Arthur.  
For AUSTRALIA.—Guthrie (str.).

## SHIPPING.

## ARRIVALS AND DEPARTURES SINCE LAST MAIL.

## HONGKONG.

July—

## ARRIVALS.

23, Kong Beng, British str., from Taiwanfoo.  
23, Cheang H. Kian, Brit. str., from Singapore.  
23, Canton, British str., from Moji.  
23, J. V. Troop, Amr. ship, from Bulan.  
23, Chingtu, British str., from Sydney.  
23, Kwanglee, British str., from Canton.  
24, Frejr, Danish str., from Pakhoi.  
24, Haimun, British str., from Tamsui.  
24, Hertha, German str., from Kobe.  
24, Hongkong, Chinese str., from Haiphong.  
24, Peiyang, German str., from Shanghai.  
25, Taksang, British str., from Sorsogon.  
25, Kiangpak, Chinese str., from Swatow.  
25, Chusan, German str., from Chefoo.  
25, Clam, British str., from Batoum.  
25, Oranje Prince, Brit. str., from Singapore.  
25, Arcadia, German str., from Hamburg.  
25, Benmohr, British str., from Amoy.  
25, Bygdo, Norwegian str., from Dail.

25, Carmarthenshire, Brit. str., from London.  
25, Kikoson Maru, Jap. str., from K'ohinotzu.  
25, Hoihow, British str., from Swatow.  
26, Mongkut, British str., from Saigon.  
26, Prinz Heinrich, Ger. str., from Bremen.  
26, Thales, British str., from Coast Ports.  
26, Phra Nang, British str., from Bangkok.  
26, Maohew, British str., from Bangkok.  
26, Ask, Danish str., from Macao.  
26, Chiyoda Maru, Japanese str., from Moji.  
26, Devawongse, British str., from Bangkok.  
26, Wan Tai, Chinese gunboat, from Pakhoi.  
26, Loyal, German str., from Swatow.  
26, Quarta, German str., from Swatow.  
26, Yamashiro Maru, Jap. str., from Japan.  
27, Tailee, German str., from Amoy.  
27, Peiyang, German str., from Canton.  
27, Fushun, Chinese str., from Shanghai.  
27, Kwongsang, British str., from Iloilo.  
27, Yiksang, British str., from Cebu.  
27, Hansa, German str., from Saigon.  
27, Chiyuen, Chinese str., from Shanghai.  
27, Pakling, British str., from Woosung.  
28, Chuansang, British str., from Sourabaya.  
28, Haimun, British str., from Swatow.  
28, Mazagon, British str., from Yokohama.  
28, China, German str., from Saigon.  
28, Wingsang, British str., from Shanghai.  
28, Hertha, German str., for Singapore.  
28, Ask, Danish str., for Hoihow.  
28, Fushun, Chinese str., for Canton.  
28, Peiyang, German str., for Shanghai.  
28, Oopack, British str., from Liverpool.  
29, Pathan, British str., from Amoy.  
29, Ebani, British str., from London.  
29, Kinshiu Maru, Jap. str., from Shimonoseki.  
29, Oceanien, French str., from Shanghai.  
29, Onsang, British str., from Moji.  
29, Chusan, German str., from Canton.

July—

## DEPARTURES.

23, Foochow, British str., for Kobe.  
23, Triumph, German str., for Aparri.  
23, Tamsui, British str., for Ningpo.  
23, Ariel, Norw. str., for Newchwang.  
23, Ballarat, British str., for Europe, &c.  
23, Hupeh, British str., for Singapore.  
23, Shanghai, British str., for Singapore.  
23, Borneo, British str., for Shanghai.  
23, Brindisi, British str., for London.  
23, Foyle, British str., for Rangoon.  
23, Fujisan Maru, Japanese str., for Kobe.  
23, Hailan, French str., for Hoihow.  
23, Martha, German str., for Cavite.  
23, Marian Woodside, Brit. bk., for N. York.  
24, Glenesk, British str., for Shanghai.  
24, Hailoong, British str., for Swatow.  
24, Patroclus, British str., for Shanghai.  
24, Rosetta, British str., for Yokohama.  
24, Siam, British str., for Swatow.  
25, Akitsushima, Japanese cruiser, for Manila.  
25, C. H. Kian, British str., for Amoy.  
25, Kwanglee, Chinese str., for Shanghai.  
25, Omi Maru, Japanese str., for Nagasaki.  
25, Sungkiang, British str., for Cebu.  
26, Belgic, British str., for San Francisco.  
26, Chusan, German str., for Canton.  
26, Claverhill, British str., for Iloilo.  
26, Haimun, British str., for Swatow.  
26, Independent, German str., for Bangkok.  
26, Pronto, German str., for Hoihow.  
26, Changsha, British str., for Sydney.  
26, Clam, British str., for Yokohama.  
26, Kiangpak, Chinese str., for Swatow.  
26, Kong Beng, British str., for Swatow.  
26, Humber, H.M. storeship, for Tamsui.  
27, Benmohr, British str., for Singapore.  
27, Oranje Prince, British str., for Swatow.  
27, Hohenzollern, German str., for Yokohama.  
27, Hongkong, French str., for Haiphong.  
27, Kinai Maru, Japanese str., for Iloilo.  
27, Loyal, German str., for Hongay.  
27, Metropolis, British bark, for Portland.  
29, Canton, British str., for Swatow.  
29, Chiyuen, Chinese str., for Canton.  
29, Kyoto Maru, Japanese str., for Kobe.

## PASSENGER LIST.

## ARRIVED.

Per Shanghai, from Yokohama, &c., Mr. and Mrs. Holland, Messrs. A. Patterson, Baddeley and Fornoris.  
Per Kong Beng, from Taiwanfu, &c., Rev. Strick, Mr. Zullum and 209 Chinese.  
Per Cheang Hock Kian, from Singapore, Mr. and Mrs. Mario Guiow.

Per Chingtu, from Sydney, &c., Mr. and Mrs. Flavell, Messrs. Hart Buck, Rose, and Gray.

Per Peiyang, from Shanghai, Mr. James Harvie.

Per Carmarthenshire, from London, &c., Mr. John Heron.

Per Prinz Heinrich, for Hongkong, from Bremen, Messrs. Günther, Bowers, Watson, Kandell, Wilhelm Altmann, Mrs. Morrison, and Misses Lefkowitz (2); from Southampton, Mr. H. R. Shaw; from Genoa, Mr. H. Haesloop, Dr. Huth, and Mr. W. von Uffel; for Shanghai from Bremen, Messrs. Paul Grunslinsky, O. Hoppe, Martin Laengner, Carl Seifer, and Heinrich Wagner; from Southampton, Mr. J. S. Nazer, Mrs. Reid; from Genoa, Mr. Otto Anz, Mrs. Marie Anz, Miss Marie Anz, Mr. Walter Anz, jr., Messrs. Braumüller, Cremer, Castendyk, Vice-Consul Dr. F. Grunewald, Messrs. Knoff, v. Koenigslow, H. E. Krol, Krause, Heinrich Kampmeier, Nottmeyer, Mr. and Mrs. Weiler, Miss Fowler, Messrs. W. Ellis, O. Mietzschke, A. Steinmetz, and Tan Seng Khoy; from Naples, Mr. D. H. Mogens; for Nagasaki, Messrs. Elzoff and Arthur Eisen; for Hio, Messrs. August Schröder and Hans Temme; for Yokohama from Genoa, Messrs. Ph. R. Goedkoop, Ernest Lüthy, and J. Mera.

Per Devawongse, from Bangkok, Mrs. Lillie and 2 children.

Per Yamashiro Maru, from Japan, Misses. Kei Matsuo, Sumi Itonaga, and Masu Takaya.

Per Fushun, from Shanghai, &c., Messrs. Geo. Williams and F. Ragdale.

## DEPARTED.

Per Parvannatta, for Shanghai from London, Messrs. R. S. Raphael, H. Bell, and A. T. Manley; from Brindisi, Messrs. H. J. Andes, A. Verbrock, and J. Butler; from Penang, Miss Chill; from Singapore, Messrs. G. McBan, Van Laer, and Capt. White; for Yokohama via Shanghai, from Hongkong, Mr. Nicholson.

Per Ballarat, from Hongkong for Singapore, Messrs. Wm. W. Miller, Jno. W. Lusher, Earle Stuyvesant, Stanley Oakes, and A. J. Reed, and Surg.-Capt. Martin; for Bombay, Mr. M. S. Sassoon; for London, Mr. and Mrs. M. McLaughlin, Mr. E. H. Derrick, and Mrs. Matthews and child; from Yokohama for London, Miss Meaden; from Shanghai for Singapore, Mr. and Mrs. E. W. Mills; for London, Mrs. Ziegler.

Per Shanghai, for London from Hongkong, Boatswain P. Skuse, R.N.; from Yokohama, Mr. Andrew Patherson; from Nagasaki, Mr. T. Longford; from Shanghai, Mr. and Mrs. C. J. Holland and child, and Mr. W. Baddeley.

Per Borneo, from Hongkong for Shanghai, Mr. McLean.

Per Rosetta, from Hongkong for Nagasaki, Mr. J. H. Longford; for Kobe, Messrs. C. Stockwell and J. B. Fraser, Mr. and Mrs. W. H. Flavell, and Mr. C. H. Ebrahim; for Yokohama from Colombo, Mr. J. Luneberg; from Singapore, Messrs. S. H. Reynold and T. Arratoon; from Hongkong, Mr. and Mrs. H. Tooker.

Per Changsha, for Cooktown, Mr. C. Butter; for Brisbane, Miss Walsh; for Sydney, Mrs. Newcomb and four children, Messrs. C. J. Price, G. Nicholas, A. Sinclair, W. Tout, and D. Parr.

Per Belgic, for Shanghai, Sir E. C. Boehm, Mr. H. B. Taylor, Mr. and Mrs. Attias and 4 children; for Nagasaki, Mr. How Kung Chung; for Kobe, Mr. and Mrs. Ponnett, and Mr. Chan Po Gee; for Yokohama, Messrs. H. Carlton and C. H. Hardesty; for San Francisco, Mrs. Kwok Hung, Miss Fong Ah Yuk, Mr. Tong Hong Chong, Mrs. Chun Yuk Ping, Mrs. Lau Chun, Mrs. Hom Shee and 3 children; for London, Mr. and Mrs. H. K. Fisher, Messrs. F. W. Lawrence and P. Alden, Mr. and Mrs. A. S. Ellam.

Per Omi Maru, for Nagasaki, Misses Parkes, Tyre, and Nicolson (2), Mr. Parkes, and Major Akashi.

Per Hohenzollern, for Yokohama, Messrs. K. Yomasaki and S. Yoshida; for Kobe, Mrs. Richardson and 2 children.

Per Hongkong, for Haiphong, Messrs. Suleman Bin Davood, Raband, Vial, and Jaquet.

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